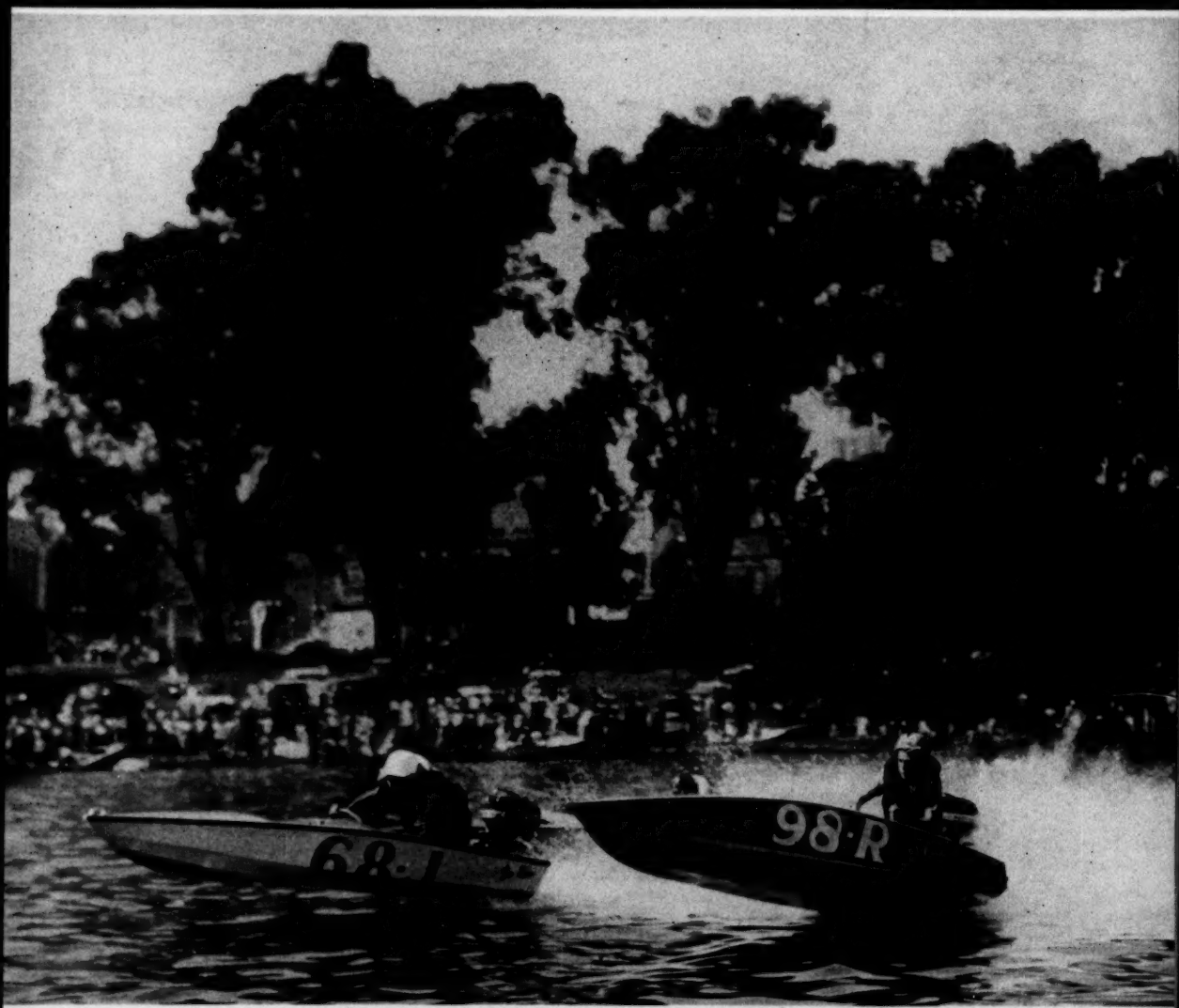
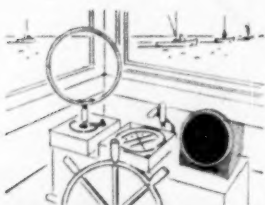


Sea *AND PACIFIC* MOTOR BOAT

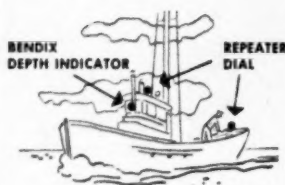


**DISCOVERY—THE ESSENCE OF FAMILY CRUISING
KIT BOATS—EVERYBODY'S BUILDING 'EM
SPEEDBOATING TAKES THE CENTER OF THE STAGE
SAN DIEGO, THE PLYMOUTH OF THE PACIFIC**

INSTALL IT ANYWHERE!



The complete indicating unit can be mounted on any convenient shelf or pedestal.



A repeater dial is available for installation at any second location, giving you dependable depth indication in your trolling cockpit or flying bridge.



The dial alone can be separated from the control unit and located on a bulkhead for easy, direct viewing with the control unit mounted wherever convenient.

New 100 Fathom BENDIX DEPTH INDICATOR



To meet the continuing demand for a special purpose, dependable depth indicator, Bendix presents its new model DI-1...the most versatile, lowest priced 100 fathom indicator on the market today.

With its removable dial, plus a second dial if desired, the Bendix Indicator can be installed *anywhere* to give you accurate, dependable depth readings to more than 100 fathoms.

**Ask your Bendix dealer
or write for complete information.**

NOTE THESE OUTSTANDING NEW FEATURES

BIG 8 1/4" DIAL

Tilted for easy reading. Reads in both feet and fathoms. Self-illuminated for night use.

DIAL CAN BE SEPARATED

from control unit and independently mounted.

REPEATER DIAL

Available at small cost for remote installation.

COMPACT INDICATING UNIT

Proven Bendix electronic chassis contains its own power supply. (Not in separate unit.) Waterproof metal case including dial is 12"H x 9"D x 9 1/2"W. Available for 6, 12, or 32 volt systems.

TRANSDUCER

Highly efficient. Can be installed either in bilge or on hull. Molded in neoprene, eliminates electrolysis and is waterproof.

Bendix Photo Electric Pilot
for automatic,
failproof steering



Bendix Depth Recorders
World famous "Fish Finder"
used by more fishermen
than all other makes combined



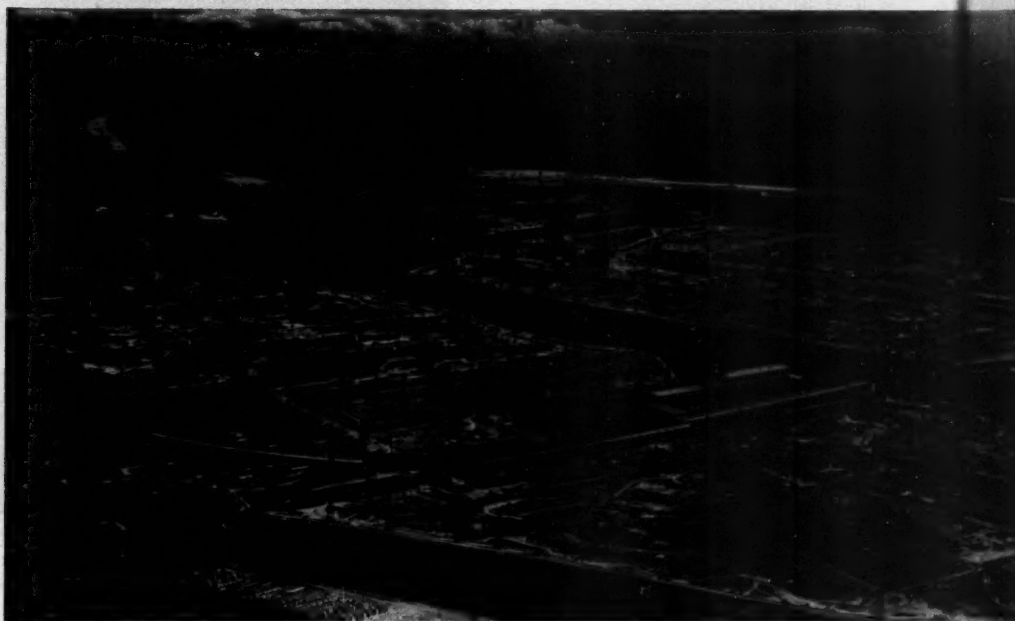
EAST COAST OFFICE: 475 FIFTH AVE., NEW YORK 17, N.Y.
EXPORT DIVISION: BENDIX INTERNATIONAL, 72 FIFTH AVE., NEW YORK 11, N.Y.

*Looking Southeast,
1920. Note Salt
Factory, lower left.*



LONG BEACH HARBOR

*Same location
today.*



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BRUGMAN**

*Manager
Marine Division*

Be on the Safe Side!

INSURE WITH

CASS and JOHANSING

INSURANCE BROKERS • 323 WEST SIXTH STREET, LOS ANGELES 13, CALIF. PHONE MUtual 5371

Landlubber to Sailor in 7 Days with our *Stephens*

says

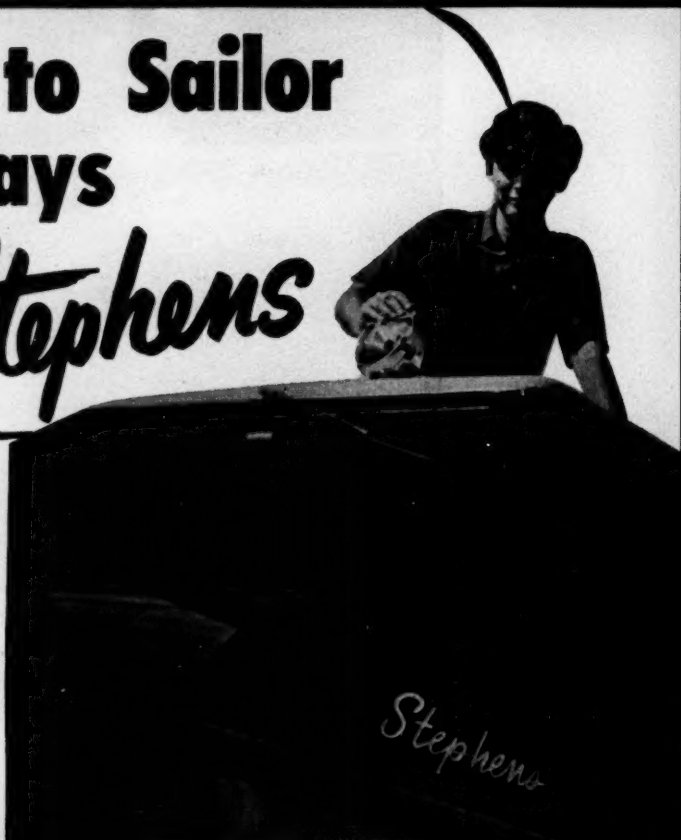
Peter Salz

Broker with J. Barth & Co. San Francisco

"We're proof that cruising a Stephens is easy."

"Our very first try of any kind was with a rented Stephens in Santa Barbara one cloudy day last Spring. For the next two months we shopped all makes looking for safety, comfort, good lines, and easy handling. Our Stephens 34-footer was the answer."

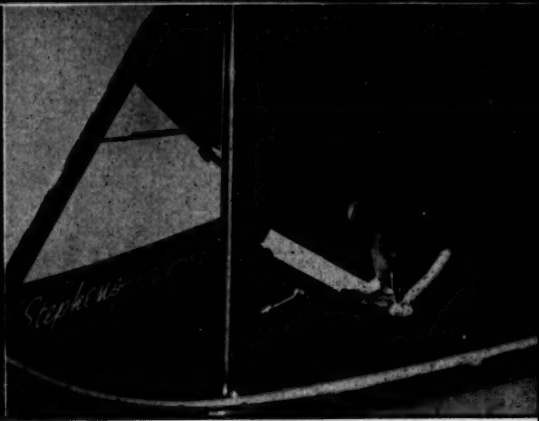
"We handled our Stephens alone just 7 days after we bought it. We're still new at it, but we're enjoying every minute while we're learning."



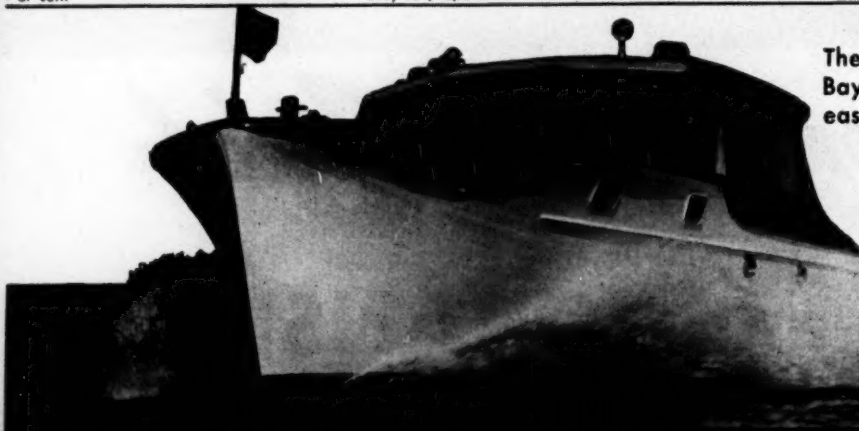
"It's fun entertaining or just spending leisure hours cruising the Bay while we loaf or sun."



Elise Salz likes the compact Stephens galley where a snack or full dinner are easy to prepare.



Stephens controls are simple to handle; ship-to-shore phone gives added safety.



The new Stephens Liesel cutting the Bay with beauty, safety, comfort and easy handling for Peter and Elise Salz



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Dick Miller Assoc.
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Harbors

Ed Evans
P. O. Box 931
Ballboa Island,
California

Sea and Pacific Motor Boat



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—Photograph by Lankford
Even in the elimination heats the racing at the Lake Merritt regatta in Oakland Sept. 20, 21 and 22 for national stock outboard championships set the water on fire. Here Ron Zuback of Morgan, N. J., takes the lead from Bill Larsen (98-R) of DeLake, Oregon.

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VOLUME 44, NO. 12

NOVEMBER, 1952

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NOVEMBER, 1952

SEA and PACIFIC MOTOR BOAT

3

THE FATE OF CARR INLET?

THE storm of protest that arose on the part of yachtsmen, commercial boating interests, property owners and others against the Navy's announced plan to close Carr Inlet on upper Puget Sound as a hydraphone testing area reached a dramatic but inconclusive climax on Sept. 30th at a hearing in Tacoma before the U. S. Engineers where the Navy and the opposing groups presented seemingly irreconcilable views on this controversial proposal.

Holding that outside of Dabob Bay, which is already used by the Navy for torpedo testing, Carr Inlet is the only suitable body of water near a major Navy station that is suitable for an acoustic range which will primarily be used for experiments in detecting underwater sounds such as those made by submarines, the Navy claimed that the use of it at this time is a war emergency measure wherein the inconvenience to private interests should not be taken into consideration.

The first opposition arose from the yachtsmen, but soon developed from other marine interests as well as owners of waterfront in that area.

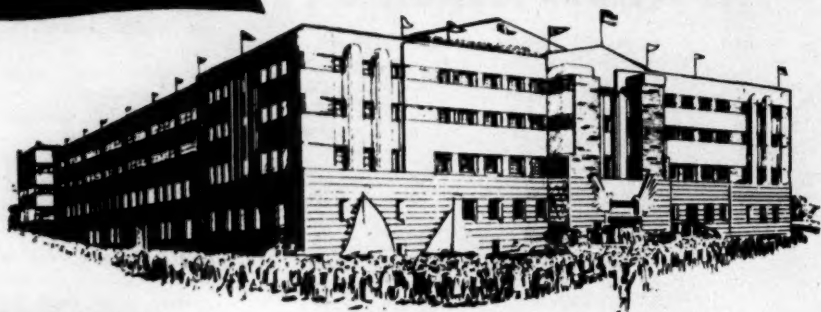
"They picked out the most popular cruising area on the whole of upper Puget Sound," immediately declared Lyle Iversen, president of the Puget Sound Interclub Association. "They are depriving us of our best cruising waters in our very front yard," declared Olympia and Tacoma yachtsmen.

At the Tacoma hearing, opposition also developed from numerous other factions. Joe Earp, secretary of the Northwest Towboat Association asked that arrangements be made whereby the movement of tugs with tows wouldn't be severely hampered. An attorney for property owners represented that the Navy's use of the inlet would decrease values on the waterfront properties adjacent in excess of \$4,500,000. It seemed to be the consensus of opinion that the Navy should go elsewhere to secure it and a list of 34 bays and inlets on the Southeastern Alaska coast was read from which it was urged that the government should be able to find at least one that is suitable.

Meantime civilians are wondering if the Navy has become infected with a case of "Bureaucratic Mind."

A GREAT

BOAT SHOW



GREAT

BOATS AND GEAR

More than an acre of inboards and outboards; cruisers, sailboats, fish-boats, runabouts, workboats... everything from a dinghy to a luxury yacht. A boat for everyone! The newest and best in Diesel and gasoline engines, electronic devices, depth finders, automatic steering, radar equipment... all the thousand and one things that make pleasure and commercial boating more comfortable, profitable, enjoyable!

GREAT

SHOWMANSHIP

Smashing promotion and imaginative showmanship make the Seattle Boat Show the Pacific Coast's outstanding marine exposition. Year after year, the Seattle Boat Show jams more than 50,000 persons into the huge New Seattle Armory and sets the boating fraternity of the Pacific Northwest talking and buying for nine days running.

GREAT

PEOPLE

The Puget Sound area is the world's greatest paradise for the boat-owner: 20,000 miles of protected cruising waterways. More than 50,000 numbered, documented, privately-owned boats in the Seattle customs district alone! Boats are used in Seattle — 60,791 vessels passed through Seattle's Ballard Locks in 1951; on Labor Day, 1951, 668 boats passed through the Locks in 24 hours, and in August of 1951 there were 30,120 passengers on boats passing through the Locks! Small wonder Seattle boasts the title of "Boating Capital of the World"!

5th

SEATTLE BOAT SHOW

The PACIFIC COAST SHOW

November 15-23, 1952

New Seattle Armory 3rd & Harrison

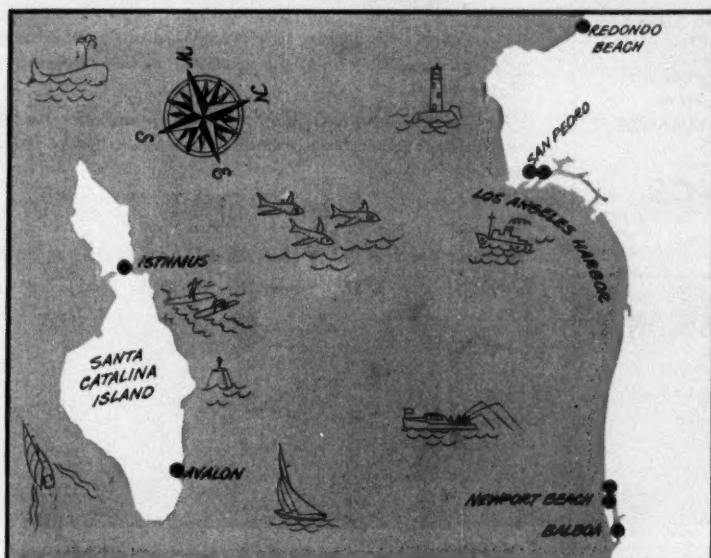


Straight Steers *by Skipper*

Cruise famous waters of the West with Standard Marine Products—San Pedro Channel

Flying fish waters—Sunshine, sports, and seaside resorts make this San Pedro Channel area of Southern California an ideal cruising ground. Fishing for giant tuna, cod, and white sea bass is at its finest here. Scores of marlin and swordfish are boated off Newport

each year. Nearby Catalina and the many mainland beach towns offer any number of diversions for the non-fisherman. And ready to serve you with quality products in this area are 8 Standard Marine Stations (red dots on map), part of a network of 273 from Mexico to Alaska.



The Lucky Bag

UNDER THE
OF SEA TALK

BPOE—Not a lodge, in this case, but an easy way to remember a buoy-passing rule. Keep *black* buoys, to *port*, with *odd* numbers, when *entering* harbors. Before *leaving* harbors, be sure your gas tank's full of Chevron Gasoline... for *even*, powerful engine performance.

HOW'S YOUR N.L.Q.?

Corinthian—an amateur sailor
holiday—a neglected piece of work
doozy—agreeable, easy

Blazo—Standard's super-refined fuel for pressure appliances... lamps, stoves, heaters. Ask for it by name.

*Nautical lingo quotient

T. H. "BLAZO"

**STANDARD
MARINE PRODUCTS**

STANDARD OIL COMPANY OF CALIFORNIA

CHEVRON GASOLINE STANDARD DIESEL FUELS RPM DELO OILS RPM MOTOR OIL
RPM GREASE RPM OUTBOARD MOTOR OIL RPM OUTBOARD GEAR LUBRICANT

T. H. S. CHEVRON—RPM—RPM DELO REG. U.S. PAT. OFF.

SKIPPER SEZ—It sure tickles me to get a report like the one from the C. Stagnaro Fishing Corp. of Santa Cruz, Calif., which tells how this firm greatly reduced operating costs on its 12 boats by switching to RPM DELO Oils. Operations Supt. Malio H. Stagnaro writes, for example, that these oils cut oil consumption in



the firm's 40-passenger speed boat, Sea Stag II, above, from over 5 gallons a day to less than 1. He also says that RPM DELO Oils kept her engine so clean that she needed no major overhauling even after 2000 hours of tough service. I bet a lot of other skippers with heavy-duty engines could make savings like this, too.

A fouled-up fire extinguisher never has put out a fire. Good idea to check 'em now and then.



Had a good laugh on a friend of mine who was trying to track down what he thought was engine chatter. He found later that it wasn't his valves, plugs, or timing that caused the vibration. His prop was bent. Straightening it stopped the pounding.

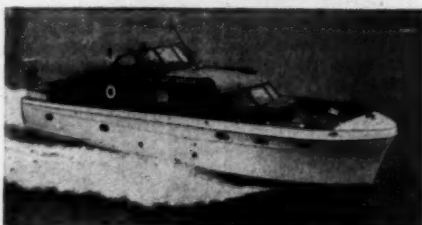


For your light gas engines, remember Heavy Duty RPM Motor Oil. Every day more and more people are switching to Heavy Duty "RPM." Why don't you try it, next time you visit your nearby Standard Marine Station?

Next Month we'll cruise San Pablo Bay, inland. We'll have more tips for easy boatin', too.

Skipper

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Command a new Chris Craft from Staff Jennings
There's one priced to please you

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You can see many of the new Chris Craft Models
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MARINE SERVICE AND MAINTENANCE

See Chris Craft Page 7

"Portland's CHRIS CRAFT Headquarters"

STAFF JENNINGS

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CHerry 7505

PORTLAND, OREGON

FARSIGHTED FALL FASHIONS!

"Let's see, for next season? Haulout, valve grind, KIDDE
AUTOMATIC FIRE SYSTEM. Seeing the boat only
once or twice this fall, kids football crazy. Days too
short. Waita sec! AUTOMATIC? Automatic? Ought
to protect the ship, even if the batteries are out."

(Reaches for phone) "Hello, Hiller, what's the deal
now? If I put that KIDDE System in now? Oh, you
aren't so busy? Do better work when you aren't
pushed, eh? Giving me a break on price? That much?
That's enuf to let me get one of those little CO-2's for
the galley? Your AUTOMATIC does work just the
same whether the batteries are in or out of the boat?
You bet, I like that idea! Let's call it a deal if you
can start Monday! Thanks? I should thank you!
When Spring Week hits Bal, the boat will be safer
for the kids."

There have been calls like that, and we could stand a dozen or
so more, right now. Let's be safe, not sorry! Just call

PAUL W. HILLER

315 N. Avalon Blvd.

Wilmington, Calif.

TErMinal 44-538

Watch this space—

For all the new models of

Chris-Craft

World's largest builder of Runabouts—Cruisers—Express
Cruisers—and Motor Yachts.



KEN WILSON

Says—

I have just returned from my annual
visit to CHRIS-CRAFT'S Michigan fac-
tories, now humming with activity.

Am thrilled with all the new models—from the sensational
new Runabouts (I bought a carload) to the luxurious 62'
Motor Yacht.

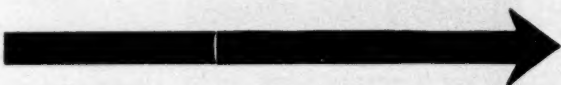
I have purchased boats from the full line of 1953 Models—
and will advertise these, month by month, as I take delivery
at beautiful . . .

NEWPORT BEACH

Brand new for '53 is this All-Mahogany Runabout—
17' ROCKET in the 40-mph. class



I'll have them all to show you—from a whole new
line of Runabouts, Cruisers and Express Cruisers
to these magnificent 54' and 63' Motor Yachts.



Ken Wilson & Co. has some excellent buys in used
boats. These have been traded in on 1952 Chris-Craft
Runabouts, Cruisers and motor yachts. We invite you
to visit our headquarters and inspect these boats.

KEN WILSON COMPANY

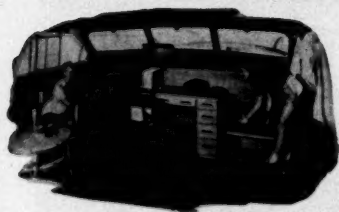
925 Coast Highway
Phone—BEacon 5271

Newport Beach,
California

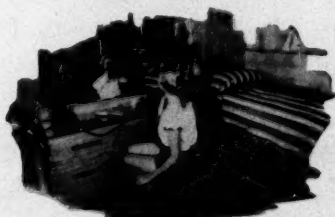
*For those who need
not ask the price**



New 1953 Chris-Craft Motor Yachts—built in 54- and 63-foot lengths.



The lavishly appointed salon affords you every comfort.



Picture yourself in this beautiful Korina-paneled stateroom.

* But in case you're curious, Chris-Craft prices for 1953 range from \$45 for an 8-ft. Pram Boat Kit up to \$121,750 for this majestic Motor Yacht. See your friendly Chris-Craft Dealer for complete information on all new Chris-Craft.



Chris-Craft
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MOTOR BOATS • MARINE ENGINES • OUTBOARD MOTORS • BOAT KITS

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

"CHRIS-CRAFT MARINE ENGINES have done a fine job for us!"

says Nick Bez of Peninsula Packers

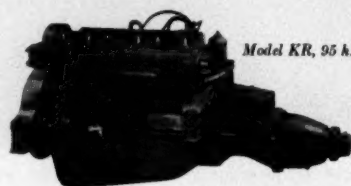


Part of a fleet of Chris-Craft -powered gillnetters recently built for Peninsula Packers by Bryant's Marina.



Nick Bez

"Commercial salmon fishing in Bristol Bay is concentrated to only a few days a year," explains Mr. Nick Bez of Peninsula Packers, Seattle, Wash. "If the fisherman's equipment doesn't function perfectly, he stands to lose his entire potential catch in what is undoubtedly one of the roughest commercial operations for boats and engines in the world! That's why each of our new 32-ft. gillnetters is equipped with a Chris-Craft Marine Engine. We know from experience with other Chris-Craft-powered boats that these engines always start and operate efficiently under *all* conditions. Their simplicity facilitates easy maintenance. For really rugged duty, we'll specify Chris-Craft Marine Engines every time!"



Model KR, 95 h.p.

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FREE!

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Mobiloil again WINS

Colorado River Marathon



Over 115 miles of the roughest and most dangerous waters in outboard motorboat racing, Johnny Craven of Pasadena piloted his Class "DU" craft to first place and set a new record of 54.409 miles per hour in the Fifth Annual Colorado River Marathon.

Another champion, the team of Mobiloil Outboard and Mobilgas, was with Johnny as he fought the Colorado from Needles to Parker Dam and return.

Just as Mobiloil has proven its supremacy in the Gold Cup Race for the past 2 years, in protecting the Slo-Mo-Shun when she set a new world record of 176 miles per hour last July 7 on Lake Washington, the Indianapolis 500, and the Pikes Peak Hill Climb, so did it demonstrate for the fifth straight year on the Colorado River why it's the choice of America's leading racing performers.

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Converting nature's gift
for better living





With her circus tent spinnaker Eventide (in foreground) can do her share of the stepping, even though she is a craft of heavy displacement.

EGG YOKES and HOG YOKES in the HONOLULU RACE

By ESTHER J. NEWMARK

(Concluded from the October Number)

WE missed the sunshine the first week but the winds stayed fresh and favorable. We were eating up the miles and everyone was in good spirits.

Among the many gifts we received upon leaving Yacht Centre was one upon which was written "Not to be opened until July 10." On the 10th we opened it eagerly, and there was a beautiful bronze plaque with the following inscription, "O, God, Thy Sea Is So Great, and My Boat Is So Small." A very timely gift, as this was also the day we reached what is called the loneliest spot in the world, the middle of the Pacific between Los Angeles and Honolulu. It certainly is a big sea. However, we didn't feel lonely. At least I didn't, for I like this wide open sea and sailing without seeing any other signs of human life. Since the first night we have seen no other boat. The first sign of any living things was a visit from a "goony bird," a dark brownish gray bird similar to an albatross. None of us could figure out how it survives as there was no evidence of small fish, seaweed or other marine life. We also had a brief visit from a frigate bird, a graceful fellow, white, with a long pointed tail. He is supposed to bring good luck to the sailor.

On the 10th we ran into our first squall, nothing too much, only a few sprinkles and few extra gusts of wind. A snatch block gave way on the end of the spinnaker boom, was quickly replaced with hardly any time lost. It was still overcast with only brief moments of sun, but it was pleasant sailing and we were relaxing a bit. After my usual evening battle in the galley I would write my notes and finally crawl into my bunk, which at this point only had five books and a fruit bowl in it, as well as my duffle and sleeping bags. Only took four minutes to climb in.

July 11th was a day none of us shall forget in a hurry. We were happy and very unhappy. Happy first because the sun came out long enough for us to get several L/P's to determine our latitude and found we were ahead of our DR and also we had passed the halfway mark on this long

race. We were happy with our progress for it was better than anticipated. We had never been without wind since the start. Since we were feeling so satisfied with ourselves we decided to call the *Stagbound*, our biggest rival. Up to this point we had used our radio only for listening to the weather report and relaying our daily position to the *Morning Star*. The *Stagbound* did not answer our call, but the *Coaster* came on to tell us the band was being held clear as *L'Apache* had lost a man overboard! We quickly got off the air and all had that awful ominous feeling. We knew most of the crew on *L'Apache* and were sick at heart. Later in the day we heard some of the boats reporting on the incident. The man's name was

(Continued on Page 52)

You can tell by their expressions that Steve and Esther Newmark had a terrible time in Honolulu. Along with the crews of the other boats in the race, they were in a mood to enjoy life ashore. Now they are talking about going again.



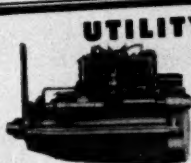
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with reduction
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extra cost.



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with Standard
reverse gear.
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and other accessories at extra cost.

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ONE CYLINDER**
Direct Drive Model

FISHERMAN

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296.00)

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with reversing
gear and other
accessories at
extra cost.



SEA LION SIX

110 HORSEPOWER
Electric Starter,
Direct Drive
Model.
Also available with reduction gear
and other accessories at extra cost.

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1241.00)

90 HORSEPOWER
Direct Drive, Electric Starter

CRUISER SIX

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949⁰⁰
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1217.00)

Also available
with reduction
gear and other
accessories at
extra cost.

60 HORSEPOWER
Direct Drive, Electric Starter

BLUE JACKET SIX

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817⁰⁰
(Regular Price
1048.00)

Also available
with reduction
gear and other
accessories at
extra cost.

12 VOLTS—600 WATTS
Water cooled
with electric starter

UNIVERSAL BATTERY CHARGING SETS—MARINE TYPE

Save \$48
251⁰⁰
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32 VOLTS—750 WATTS
Water cooled
with electric starter

Save \$48
251⁰⁰
(Regular Price
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**Gray Supplies more than 500
Engines for Alaska Fishing Fleet**

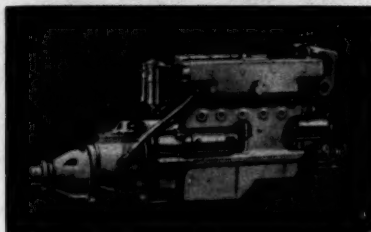


**Four and Six Cylinder
42-hp at 1800**



83-hp at 2400

**Gray Introduces the new 4-cycle
6-cyl. Light-weight 100-hp Diesel**



(See page opposite for description)

SALES—GRAYMARINE—SERVICE

**Walter's New Clamp-on type
Fresh Water Cooling Systems**

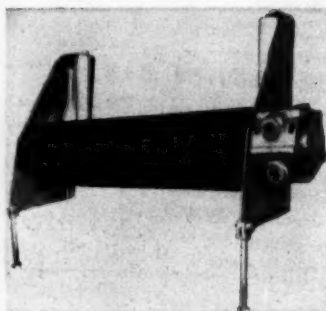
Standard Equipment for 600 Alaska
Gillnetters.
Built for all sizes of gasoline and
Diesel engines.



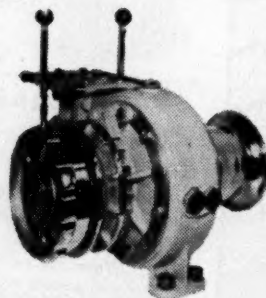
**Bell Reversible
Propellers**



**For Quicker and
Better Maneuvers
and Maximum
engine performance.**



Also presenting
the new Alaska
← "Gillnetter"
(left) and the
"Hydra-Hoist"
Drive (right) →
for rollers, winches,
gurdies, etc.



SEE THEM ALL AT SECTION "R", SEATTLE BOAT SHOW

ENGINE & EQUIPMENT CO.
SVERRE O. JULES

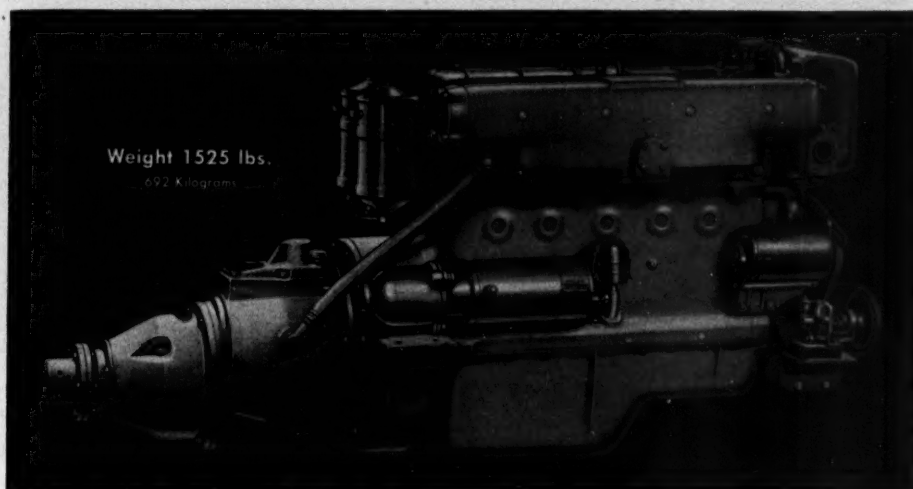
Gray Gasoline & Diesel Engines—Paragon Gears—Federal Propellers—Marine Pumps
Pacific Northwest and Alaska Distributors

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SEATTLE 9, WASH.





Weight 1525 lbs.

692 Kilograms

We Stripped the Deadweight Out of the Diesel

**THIS LIGHTWEIGHT DIESEL HAS
100 H. P. CONTINUOUS DUTY RATING**

6 cylinders, bore 4 $\frac{1}{8}$ ", stroke 4 $\frac{1}{2}$ "
Piston displacement 427 cu. in.
Compression ratio 14.4:1

Rating, 100 H.P. at 2200 rpm.

Maximum torque is developed at
power peak. B.M.E.P. is 85 lbs.
per sq. in. at 2200 rpm.

Length with reduction gear, 65-70"
Both rotations available

Weight 1525 lbs., with aluminum
housings, oil pan and manifold

Crankshaft diameter 2 $\frac{1}{2}$ "

Nitrided, and magnaflux tested
Seven main bearings

Zalner heavy-duty pistons of
aluminum alloy, with 3 com-
pression rings and 2 oil rings

Exhaust valve inserts of tungsten
steel, and bronze valve guides

Choice of transmission:

Paragon hydraulic and Snow-
Mabuchi, hydraulic or manual
Twin Disc available

Bosch fuel pump, with limiting speed,
mechanical flyweight governor

Fresh water cooling system on all
styles, with choice of inboard or
outboard type heat exchanger

Centrifugal water pump, requires no
attention or lubrication; dry
starts are impossible

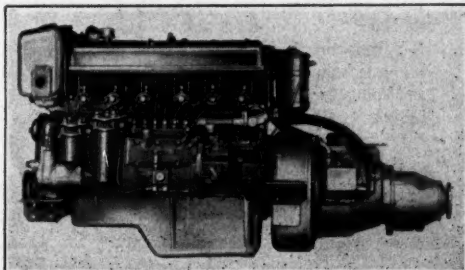
Full flow oil cooler, on engine
Dual unit lubricating oil filter

Primary and secondary fuel filters
mounted on engine

12-volt electrical system, with
17-ampere Delco-Remy generator
Radio shielding available

**MODEL SIX-D427
FOR WORK BOATS AND BIG CRUISERS**

The significant fact about this engine is that it weighs 500 to 800 lbs. less than any marine Diesel of comparable size heretofore available. It weighs little more than a gasoline engine of the same piston displacement. Yet it is not a gasoline engine conversion . . . The weight reduction has been accomplished without sacrifice of strength or endurance. Note that even the manifold is of aluminum, possible only in a fresh water cooled engine . . . Originally developed for a requirement of the U. S. Armed Forces, it is primarily for work boat service, although the possibilities in heavy cruisers are obvious. The piston displacement is a measure of the work it will do . . . We invite inquiries from owners of commercial boats which can use 100 h.p. delivered on the shaft through gear ratios of from 1.5:1 to 3.5:1, or big cruisers which will respond to weight reduction.



Gray also builds gasoline engines in a fine range of sizes and speeds covering the useful power range from 16 to 190 h.p. Write us, for your free copy of our big 56-page catalog.

GRAY

GRAY MARINE MOTOR COMPANY
Detroit 7, Michigan

HOW TO WATER SKI

By **BRUCE PARKER**

America's foremost instructor



To the Beginner

THE individual who dares to set down in print just how someone should go about learning a sport is letting himself in for a powerful lot of criticism—especially when the sport depends upon the natural aptitude of the participant. Being fully aware of the possibility of incurring the wrath of the many water skiing experts in this country and others, I will attempt to outline the basic principles which I teach to my own pupils. This outline will not only enable the beginner to ski, but will also make it possible for him, after sufficient experience, to develop his own technique.

Equipment Required

- 1 Pair APCO Water Skis 1 Speedboat (15-35 mph)
- 1 APCO Tow Bar 1 Sports Enthusiast, age 6 to 60.

Dry Land Instruction

Place your skis on the beach, parallel about 6 to 9 inches apart. Put them on by pushing the foot as far forward in the binding as possible and pulling up the heel. Now sit on the back ends of the skis with legs bent tight against the chest. It is most important to remember to always keep your elbows straight.

With someone holding the other end of the rope and bracing his feet against your skis, let him pull you up to a standing position without any assistance from you. Try this several times, keeping knees bent, arms straight and body slightly forward. It is the same motion as getting up evenly off a low chair (Fig. 1).



Fig. 1

Start or Take-Off

There are numerous ways of starting on water skis, but let's concern ourselves with only one method now. In about two and a half feet of water, put on your skis and grab the tow bar. Now, raise the tips of your skis above the water as a signal for the boat driver to start the boat, giving you a fast steady pull (Fig. 2). When the boat starts this pull, allow yourself to be brought slowly to the standing position, as practiced on land.

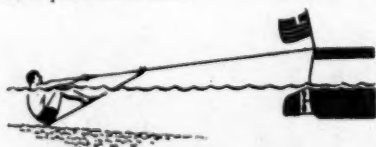


Fig. 2. Starting position

Remember to keep your knees bent, arms straight, and have weight balanced directly over feet in half crouch position. If you have any trouble with the skis wobbling, they will automatically assume a straight position when the boat

has attained a speed of 20 mph. Do not pull up with your arms at the take-off. Keep them straight and let the boat pull you.

REMEMBER!

—Arms straight—Knees bent

Riding and Turning

Now, we hope you are skiing along behind the boat, feeling very proud of yourself. (A slow speed of about 20 to 25 mph. is recommended at first until you get the "feel" of the skis.) All of a sudden, the boat turns off to the right! What do you do now? To steer the skis to the right, merely relax your knees, push slightly with your left leg and turn your body in the desired direction. To change directions, shift your weight and exert the pressure with your right leg. Keep practicing these turns inside the wake until you have mastered them (Fig. 3).

Crossing the Wake

Now you're ready to ride over that big mound of water that has been hemming you in on both sides. Let's try the right side. Pull to the left, inside the wake and make a right turn like you have just been practicing, but this time you do not stop, but pull straight on through it with the knees relaxed and slightly bent to "take it with the knees" so that they absorb the shock like a spring on a car. This is the same principle to follow when hitting rough water at any time. Now to get back inside the wake, pull out to the side about twenty feet and reverse your turn. It is easier to cross back if you hit the wake going straight toward it, rather than trying to slip back in sideways (See Fig. 4).

Fig. 3

Fig. 4



Stopping

The easiest part of water skiing is the stopping. When you have had your share of skiing and you want to "sit this one out," here is what you do: Let go of the tow bar and after sliding along on top of the water for about 15 feet, you'll slowly sink into the water. You've completed your first water ski ride.

Finis

I have tried to teach you the basic technique of water skiing—starting, turning, crossing the wake, and stopping. The rest is up to you. By this time you've probably discovered how simple and exciting it is to water ski. Now, strive for perfect form—back straight, arms extended, shoulders back, head erect, skis close together. All you need is a little practice and you'll soon develop your OWN skiing technique. This ability to acquire an individual style and approach is one of the reasons why water skiing is becoming a popular water sport.





Revel in Roominess! The Owens 30' Express Cruiser with all-mahogany planked hull provides more roominess and comfort than any yacht of her size. She sleeps six in two mahogany trimmed cabins—with wide innerspring berths, wide aisles and full headroom in toilet-washroom and galley. Owens is "tops" topside, too, with ample room in her one level cockpit and decks.

**known
'round the
world**

Owens Seaworthy and Seakindly...



Luxury Yacht! Owners of the Owens 40' state that she takes honors in every harbor as the envy of the fleet. With Flying Bridge and Promenade Deck, topside Owens offers unequalled spaciousness and seaworthiness. Below, Owens four cabins sleep eight, with all the comforts of "a home afloat".



Large Size: Low Cost! The Owens 24' Express is designed and priced to give cruising fun to millions! Owens is every inch a yacht—with complete galley, private toilet, and large comfortable berths, sleeping four. She's built to take tough seas. You can't best Owens for livability, seaworthiness, value.

OWENS WEST COAST DISTRIBUTORS

SEATTLE:	
WASHINGTON BOAT CENTER	Seattle, Wash.
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OWENS PACIFIC YACHT SALES, INC.	Newport Beach, Calif.
717 Coast Highway	
PORTLAND:	
OREGON CITY MARINA MART	Oregon City, Oregon



Gleaming All-Mahogany Hull! She's outstandingly beautiful to look at—but, more importantly, the Owens 30' Sedan is an achievement in seaworthiness and livability. The large Owens cockpit makes for gracious outdoor living and her two cabin accommodations assure roomy and private quarters.



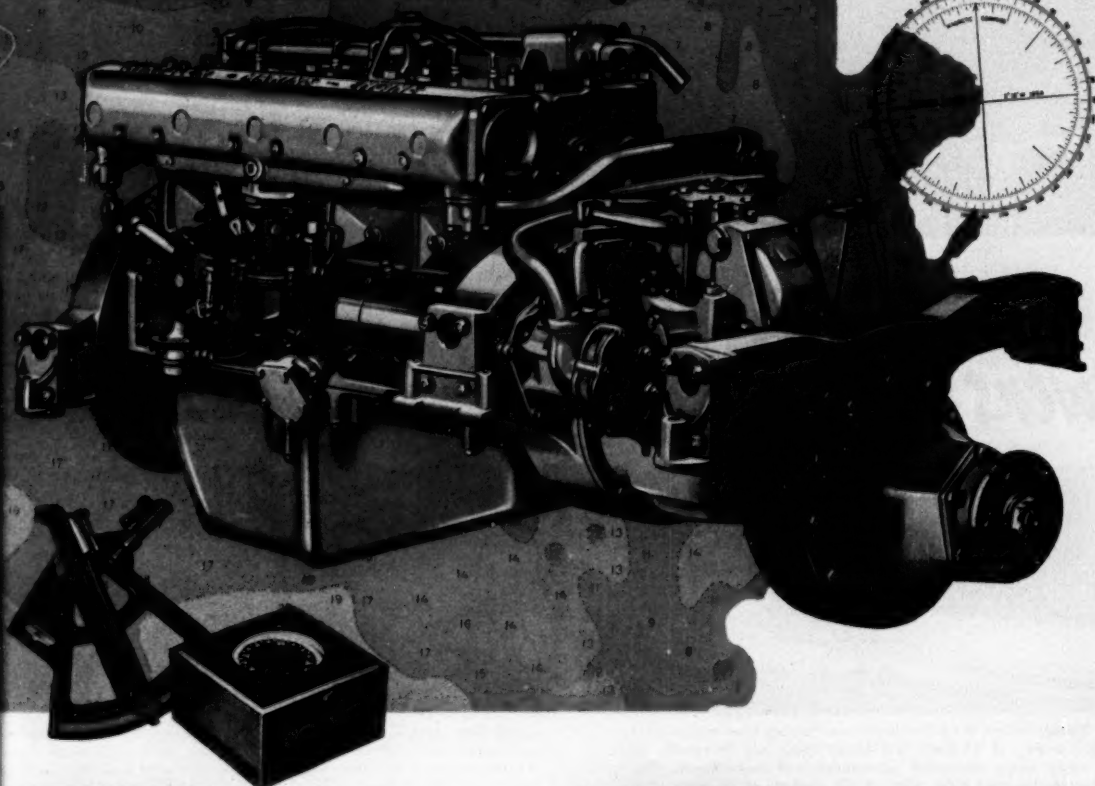
See Your
Friendly
Owens
Dealer



... First among commercial owners, who
 use and rely upon Owens outboard motors. Gas and diesel.
 H.P. "Bowl" 15 to 150.

SPECIFY CHRYSLER

America's No. 1 Marine Engine



**BE
SURE
OF**

Top Performance

An engine whose design and engineering are the result of famed Chrysler Research and Development. An engine which, like every Chrysler Marine Engine, has survived a gruelling electric dynamometer run. An engine rated "tops for performance" by owners everywhere.

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An engine that carries with it the outstanding reputation of one of America's foremost manufacturers. An engine embodying the very best in marine design, engineering and manufacture. Like a fine watch, it is the work of craftsmen, built to the very highest marine standards.

**BE
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OF**

Lasting Economy

An engine that will return your original investment many times over in profits or pleasure. An engine including as standard equipment such "extras" as storage battery and full-flow oil filter. Season after season you will find low initial cost only half the reason for Chrysler Economy.

**BE
SURE
OF**

Nation-Wide Service

An engine that has back of it a network of Marine Dealers second to none for marine engine experience, for parts availability and fast parts delivery. In virtually every North American port, there is a Chrysler Marine Dealer. You can depend upon Chrysler Marine Service.

CHRYSLER

AMERICA'S NO. 1 MARINE ENGINE

Whether you are thinking of powering a new boat or repowering your present boat, see a Chrysler Marine Engine Dealer. There's a Chrysler Engine to fit your hull. Dept. 411, Marine Engine Division, Chrysler Corporation, Trenton, Michigan.

Go for the big ones
with the best!.....



Martin AQUAMATIC Twist-Shift SHIFT-SPEED-STEER...

With One-Hand Control!

The motor with the
best-for-fishing features!

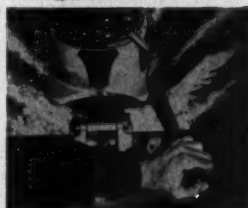
NOW! Go for the big ones with a MARTIN AQUAMATIC Twist-Shift OUTBOARD MOTOR... "Best Outboards Ever Built!"... more features for more fishing fun... more CON-TROLL-ABILITY... speed... endurance! On lakes or streams, in fresh or salt water, MARTIN is the motor for you!

Got a hard strike? A twist of the wrist and you shift to neutral, land the fish, and troll again! It's as easy as that with the great new MARTIN AQUAMATIC Twist-Shift OUTBOARD MOTORS! Complete, ONE HAND CONTROL leaves you FREE to FISH!

Chasing big ones in snag-filled water? It's safe, with a MARTIN Hi rock!—prop slips, as motor runs—clear again, MULTIPLE DISC CLUTCH allows prop to start, automatically! NO SHEAR PINS to break! Exclusive OIL-SEALED LOWER UNIT eliminates greasing. All moving parts get constant OIL bath!



Want smoother, better, turtle-pace trolling, or blazing speed, in seconds? Get it with MARTIN'S EXCLUSIVE MECHANICALLY-CONTROLLED INTAKE POPPET VALVES!



Boat 'trin' wrong? A turn of a knob corrects it instantly, even when under way, from INSIDE the boat. That's MARTIN MOTORS' EXCLUSIVE VERTICAL STERN ADJUSTMENT.



**Martin
"100"**
Aquamatic Twist-Shift
(Illustrated)
Alternate Firing Twin
10 H.P.
62 lbs.

Also Available:
MARTIN "75"
Aquamatic
Twist-Shift
Alternate Firing Twin
7.5 H.P.
49 lbs.

*"Best Outboards
Ever Built!"*

SOME DEALERSHIPS AVAILABLE
Inquire of Distributors Shown Below

COLUMBIA DISTRIBUTING CORP.

2601 Market St.
Seattle 7, Washington

**Martin
AQUAMATIC
Twist-Shift
OUTBOARD
MOTORS**

OREGON MARINE SUPPLY COMPANY

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Portland 4, Oregon

**Backed by a History-Making
FULL-YEAR GUARANTEE**
With Nationwide Service
This protection is given to you in writing in the MARTIN MOTOR GUARANTEE BOND which comes direct-to-you from the factory at Eau Claire, Wisconsin. Never before has such an all-inclusive guarantee been offered by any outboard motor manufacturer!
Ask your MARTIN MOTOR dealer for complete details!

TRADE WINDS



Signing the lease for the 43rd National Boat Show. George W. Codrington, Pres. Nat. Ass'n. of Engine & Boat Mfrs., signs lease for four floors of Grand Central Palace, New York, for the show, Jan. 9-17, 1953. The others are, L. to r.: Henry A. Baron, Joseph E. Choate, John W. Mulford, Leon E. Travis and Ralph G. Klieforth.

KERMATH APPOINTS FELLOWS & STEWART

H. V. BRIGHT, vice-president and general manager, Kermath Manufacturing Co., Detroit, Mich., manufacturers of the famous Kermath line of marine engines was a Pacific Coast visitor last month, and while here made two important announcements: first of all, there will be about a 10% price reduction in the price of Sea Prince and Sea Rover Engines, and secondly, Fellows & Stewart, Terminal Island, Calif., have been re-appointed dealers in that area.

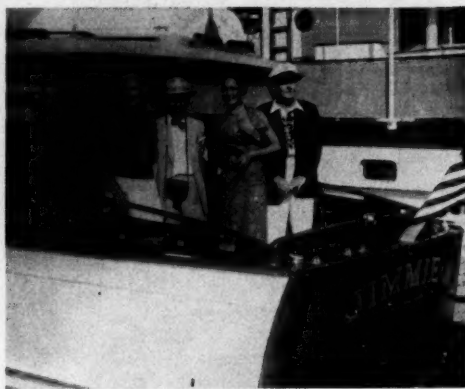
At the Thomson Machine Works Co., San Francisco, where Bright spent several days, he told a *Sea (Pacific Fisherman-Pacific Work Boat)* editor that the price reductions on the Sea Prince and Sea Rover, six cylinder, 100 and 130 hp. motors respectively, were brought about by increased economies in the production of these models.

Beside his visit to San Francisco, Bright called on Home-wood Marine, Vancouver, B. C.; Bryant's Marina Mart, Seattle; T. B. Cook Co., Portland; and Fellows & Stewart, Terminal Island.



Water, caused by condensation, eats away at fuel tanks until a 1/32" develops. Sudbury Laboratory's "Sav-A-Tank" cartridge prevents rust and corrosion.

Miss Universal displaying the Unimite Four, new model recently added to the Universal line which has been enthusiastically received by boatmen and dealers.



Ken Wilson, Newport Beach Chris-Craft dealer, recently gave a demonstration of Chris-Craft's seaworthiness to King Feisal of Iraq and his entourage. Next to Wilson is Dorothy Lamour and to the left of the King is Mrs. Marcus McCallen. The boat is the Jimmie M VI, owned by Cliff Meade of Newport Beach.

RAYTHEON DEALERS MEET DURING SEATTLE BOAT SHOW

MAKING use of the opportunity afforded by the Pacific Northwest Boat Show the Northwest District office of the Raytheon Manufacturing Company is holding a conference of all Raytheon and Submarine Signal dealers. The conference will be held on November 18th at the Olympic Hotel, Seattle.

A feature of this gathering will be talks by K. V. Curtis, products manager, marine department of the Raytheon Mfg. Company; E. J. (Jack) Schneider, marine service manager; and a discussion of current development of new products and sales planning.

The Raytheon organization will be one of the major exhibitors at the Boat Show with plans for a complete display of the Fathometer line of depth sounders and recorders.

C. J. HENDRY—JOHNSON & JOSEPH

SAN FRANCISCO Bay area yachtsmen are showing a lively interest in the new marine equipment store

(Continued on Page 46)



WHEELER 42'

SEDAN SPORT FISHERMAN



A WHEELER is an expertly designed, ruggedly constructed ocean going cruiser with all modern conveniences for far flung adventure. Fishing equipment may be very simple or the most elaborate with outrunning pulpit, circulating bait well, flush fish tank, bait and food deep freezers, refrigeration, diesel power and long cruising range. Order a 1953 Wheeler now, trade your old boat, Sport Fisherman — Express Cruisers — Promenade Deck Yachts

38' — 42' — 46' — 48' — 50' — 54' — 58' — 62'

Direct Sales Office
Steamboat Dock
Essex, Conn.
Ralph W. W.
Fl. Launches
The

"Cynthia"
W. W. W.
New Jersey
owner
Ralph Connally, Esq.

WHEELER

SHIPYARD • FOOT OF PATTERSON AVE. CLASON POINT NEW YORK CITY 72 N.Y. • TYRONE 3-5000

COMPANY



We felt like explorers when we poked our nose into Reid Harbor, Stuart Island, and discovered the brand new float

Discovery — The Essence of Family Cruising

By ETHEL P. THOMPSON

A DREAM, long in the minds of Pacific Northwest yachtsmen, is being realized in the present development of State Park moorages, the first of which was discovered on our return from the 1952 International Cruiser Race.

Nosing our 50-foot *Teco* into Reid Harbor, on Stuart Island, which is located on your navigation charts in the northwest corner of the American boundary line separating

Partial view of Reid Harbor, looking the other way. One of the new mooring buoys can be seen at the right.



our San Juan islands from the Canadian San Juan islands, we had expected to take soundings and drop anchor. Skipper and crew were delighted at seeing several spanking new, pure white, anchor buoys floating off the end of an equally brand new float, which is located about three hundred yards from the end of Reid Harbor, on the starboard side, going in. A good-sized sign, on varnished native cedar, and in the map-shape of our state of Washington, verified our conclusion that this was the first of our long discussed, much-needed state park moorages for small boats. The float is exceptionally strong, about one hundred feet long, with adequate water almost to shore side. The adjoining park has an outdoor stove, newly built picnic tables, and plenty of firewood.

A trail leads to a similarly equipped park and float, with buoys, on Prevost Harbor, about a city block away.

We had intended only to take a look at Reid Harbor in our leisurely two-week cruise through the San Juans, but remained nearly a week. Boats of every description would come and go, as in the yachting fashion, bringing with them old and new friends, stories of places visited and yet to be visited, and news of other yachting friends heard over ship-to-ship radios.

Eighty acres of Stuart Island have been acquired by the state for these two public moorages, and in the future showers will be installed, and a caretaker will be in charge during the summer months.

An hour and a half's cruising time away (our speed, 9

knots), the fine, modern store at Orcas can replenish the most exacting first-mate's galley supplies, with fresh meats and vegetables. If your boat has taken an unexpected roll, and anything breakable has fallen victim, replacements can be made here, too, as well as of any missing fishing tackle. Gas, oil and water, also ice, are available at the dock.

Cruising from Orcas Island toward Reid Harbor, we passed Speiden Island on the east side, for our first time. This side offers a complete contrast from its more familiar west side, whose golden, bare expanses are known to most yachtsmen. The east shore is most lovely, the golden southern end shading into the deep green of heavy woods, and the gradually heightening banks, as you cruise northward, are in bright shades of buff, brown, yellow and brilliant chartreuse, such color combinations as are seen nowhere else in the islands. Against these colors, the sea-washed roots of growing trees, bleached driftwood, white, finger downward to the blue water. At the northernmost tip of the island, the bank is probably sixty feet high, topped with good-sized timber.

Our longer-than-planned stay at Reid Harbor would have drained our water, ice and fresh meat supplies, but the little bay yielded clams with the most effortless digging, both at the head, and on the shore side of the new dock to which we were tied. Each shovelful produced a dozen or so of both the tiny and the large, fry-size clams. After an overnight covering with salt water, to which several handfuls of salt had been added to hasten the cleaning process, they were scrubbed and ready for cooking. The larger ones were opened, their stomachs were removed, and they were fried in flour and egg batter—a truly delicious dish. The others were steamed until the shells opened but no longer, as longer cooking merely toughens clams. Some were cut fine for chowder, the rest served in their shells, with individual servings of lemon juice and melted butter, and a cup of rich nectar from the steamer served to each hungry boater.

Heated salt water and Tide (not a paid advertisement) washed the dishes quite satisfactorily, conserving our preci-



Is it any wonder that people never tire of cruising in our beautiful Pacific Northwest, where little fascinating coves like Prevost Harbor, Stuart Island, abound?

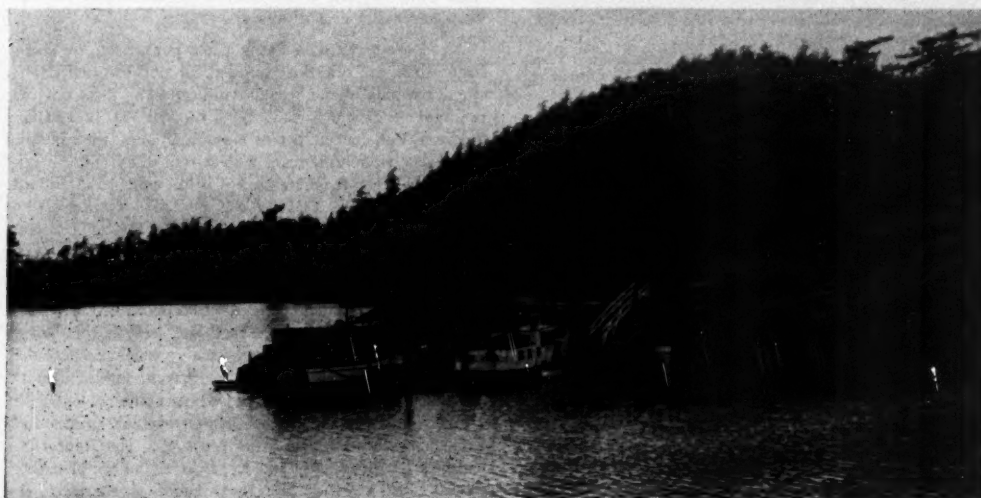
ous fresh water supply.

The following day we decided to put our crab traps over the side, baiting them with some cracked clams tied in a tiny cloth bag. Reid Harbor again came forth, this time with a couple of clawing, angry eight-inchers. After a painful experience with the first one, a native told us the proper way to pick up a crab, by grasping him by his two back legs, and this worked better, for Mr. Crab was rendered virtually helpless. Our two red friends received the usual crab treatment—a fifteen minute bath in boiling salt water, with a clove of garlic tossed in to dispense the odor; they were dunked overboard in our fish net until cold, and properly cracked and devoured.

After a few days on the water, most of us, especially the teen agers, like to get ashore, to hike and to explore. Reid Harbor satisfies the needs of the most vigorous. A short row to the other side takes you to the foot of Tiptop Mountain, which rises to an elevation of 800 feet. Goat trails, al-

(Continued on Page 62)

One of our favorite spots for exploration is Fossil Bay in the Sucia Islands.



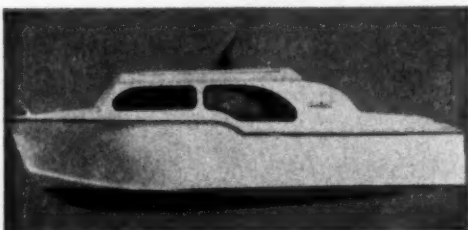
Kit Boats—

Everybody's BUILDING 'EM

(Concluded from the October number)

THERE is a rational explanation for the immense popularity of the Kit Boat. It is a good deal more than a fad. In the first place, it is cheaper than buying a completed boat, but that isn't the sole reason by any means. Don't forget that any person takes far more pride in something he had a hand in building than the fellow who merely buys it ready made. However, the degree of skill required to build a boat from the beginning is very high, something more than the skill required of a fine cabinet maker. Ordinary skill with tools will not do it at all. The Kit Boat takes all the sting out of this latter requirement. Most people can handle ordinary tools, and the amount of skill required to assemble a Kit Boat calls for far less than ordinary ability.

If you don't believe this, look at the boat built by one of your neighbors. So many people are building now that



The most popular offering of Ladd Built Boats, Stockton, Cal., is the 19-ft. Sedan Cruiser. It can be purchased as a kit, ready to assemble, with the shell completed, with shell and deck, or with complete hull assembled but unpainted. Or, it can be bought all ready to go. Below is the neat installation of the outboard motor with panels open.



you won't have to go more than two blocks away to find a busy Kit Boat builder. Look at the fine quality of his work, then examine the simple instructions. Pretty soon you will realize that it would be hard to go wrong. That's when you realize that you too can have a boat.

When you begin investigating the various Kit Boat builders and their products, there is another surprise in store for you. Perhaps you thought these kits were confined to 8, 10, 12 and 14 foot skiffs. Well, you can get these all right, but you can also buy Kit Boats in speedboat types, sailing craft, runabouts, utilities, outboard cruisers, inboard cruisers in a wide variety of styles. In fact there is just about anything you want, power or sail, from an 8-ft. punt to a 31-ft. inboard cruiser!

Well, let's get right down to cases. Who builds these Kit Boats, what is available and where can one write for further information. Of course, it isn't within the scope of an article of this length to tell you about all the models you can buy, the field is too big for that. We can only give you an outline, the names of the builders who responded to our requests for information, some of the boats these builders turn out, but that will be enough, we are sure, to start you on your way.

Last month we told you about most of the Kit Boats turned out by the Chris-Craft Corporation, Algonac, Michigan. This company is the world's largest builder of Kit Boats and has dealers all over the country.

As we are primarily a Pacific Coast publication, we shall begin with the Kit Boat builders in our own territory, where the bulk of our readers reside. Among these one of the most prominent is Ladd Built Boats, P. O. Box 1385, Stockton, Cal. Its line begins with an 8' punt, then jumps to a 12' Flying Fisherman, with a companion 14' Flying Fisherman. Then there are the 15' Whirlwind, 15' Mariner, 17' Runabout, the 15' and 17' Outboard Cruisers, the 19' Sport Cruiser, the 19' Sedan Cruiser, the 22' Custom Sportster and the 22' Custom Sedan.

While all these models can be had in regular kits for assembly by the home builder, on certain models Ladd Built Boats have a special "Easy Kit," which they have been marketing for 3½ years with considerable success. The advantage of the "Easy Kit" is that the hull is already assembled by their own experienced boat builders and will actually float when delivered. The rest of the pieces are furnished pre-cut, together with the screws, glue, blueprint and bow handle. A drill and screw driver can complete the job at home. On the "Easy Kits" Ladd can guarantee its

portion of the assembly and the customer is assured of having a smooth, fair hull built over the factory assembly jig.

Among the sailing enthusiasts there is considerable commotion about the Lear-Cat catamarans. With their tremendous speed they are providing thrills for young and old alike. Kits for the 16-ft. Lear-Cat are produced by Lear-Cat, Inc., 1644 Fourteenth St., Santa Monica, Cal. This is right in the heart of the catamaran country, for out at Malibu on any week end of the year you can watch the experts with this type of boat enjoying their favorite sport. The wind comes off the ocean at nearly right angles to the coast. Around the point come the Pacific rollers, swollen to good size in the shallow shelving beach. They break a couple of hundred yards out, and the catamarans come riding them in just like surf boards. Just short of the beach they turn away and sail out once more to repeat the performance. Among the many types of catamarans, Lear-Cats are prominent, but you will also see here about everything in home-made and custom built "cats," for this is a colony of enthusiasts.

Another well known West Coast Kit Boat manufacturer is California Kit Boat Co., Dept. PA, 742 South Hill St., Los Angeles 17, Cal. Its line of Kit Boats starts with the 8-ft. Newport Dinghy Pram, and this boat is also available with sails, when it is known as the 8-ft. Newport Sailing Pram. The next jump is to the 12-ft. Sportsman, the 12 and 14 ft. Big Bear Skiffs, the 14-ft. Catalina and the 14-ft. San Clemente. All these models, except the Prams, are built for rough water as well as smooth. California Kit Boat Co. also turns out the U-Boat Trailer, a rugged affair for rough roads that will take care of boats up to 16 ft.

The famous "Flying Fish," a sailing paddle board, is also a California Kit Boat Co. product. Its kits are the 12-ft. standard and the 14-ft. De Luxe models. This company is the only one, so far as we know, to offer Laminated Fiberglass as optional with kit boat units. This adds greater speed, strength, safety and weather resistance and means lower upkeep cost, as no painting is necessary.

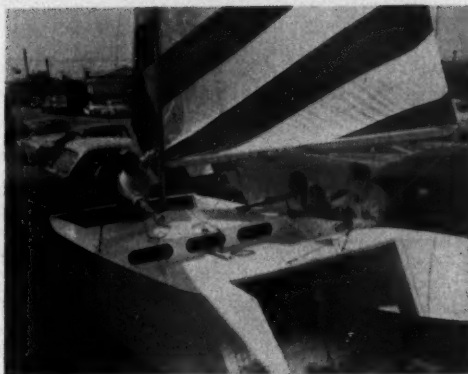
One of the largest builders of these boats in the East, and indeed in the entire country is Custom Craft, 1700 Niagara St., Buffalo 7, N. Y. There is a very wide variety to its line of 27 models including prams, dinghies, sail boats, fishermen's specials, speedboats, runabouts, skiffs and cruisers ranging in size from 8 to 18 ft. Its catalog is varied and complete. It refers to its kits as "Packaged Boats." They are available as "Semi-Finished" or "Custom-Finished" as well as in kits.

Another big eastern builder is Roberts Industries, Inc., 980 North Main St., Branford, Connecticut. Its line includes twelve models from 8 to 18 ft. There are prams, skiffs, rowboats, speedboats, runabouts, cruisers and car-toppers.

The Schneider Boat Co., 917 West Vliet St., Milwaukee 5, Wis. has racers, outboard runabouts, sailing dinks, hunting and fishing skiffs.

A 40-page catalog is put out by U-Mak-It Products, 705 Whittier St., Bronx 59, New York, N. Y. Its boat kits come in 30 models, with 8-10-12-14 ft. rowboats, outboards from 12 to 16 ft. and inboard and outboard cruisers 16 to 23 ft. Its 18-ft. outboard cabin cruiser will make speeds up to 25 miles.

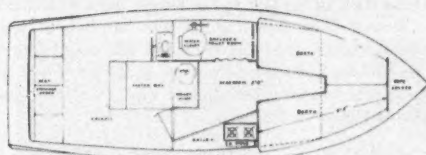
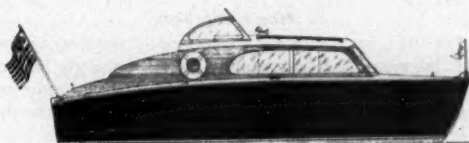
And finally there is Bay City Boats, Inc., 304 State St., Bay City, Mich. This firm has several models of kits, but



Wayland Hoyt doing some last-minute checking on the 16-ft. Lear-Cat catamaran which he built from a kit. Wayland is proud of the job he did in 28 hours and says he found it a lot of fun.

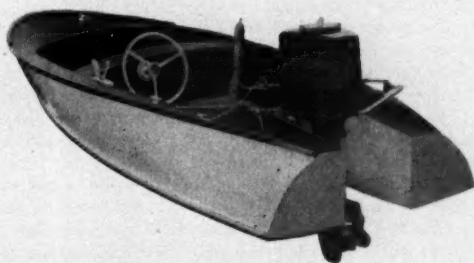
its specialty is a fine cruiser with inboard power furnished ready to assemble, a handsome, able little cruiser.

Even with engines and fittings added, the kit boat can be launched with far less cost than any comparable new boat. And it's been our observation that the owner-built boat is handled better, cared for better, and delivers more pride and enjoyment to the man, woman, or family that built it.



Model 1620 by Bay City Boats is 19'10" x 7' x 20" and has nice accommodations for two. It is intended primarily for an inboard engine, but is available for outboard power.

Very smart and snappy-looking is Custom-Craft's 14-ft. Sportsman's Racer.





—From the painting by Duncan Gleason
The famous iron barque *Star of India* lies at a dock in San Diego, where she preserves memories of the era of sail. Here she is shown at sea in her palmier days.

San Diego

THE PLYMOUTH of the PACIFIC

By DUNCAN GLEASON

(copyright by the author)

(Continued from the June, 1952, issue)

"I Won't Workers"

IN 1912, San Diego had an invasion of members of the International Workers of the World, popularly known as "I Won't Workers." They came in droves in order to defeat an anti-street-speaking ordinance by persistently breaking the law. As soon as one was arrested for blaspheming the United States Government, another took his place until all the jails in San Diego, Santa Ana, and Riverside were filled, including stockades hastily built to confine the crackpots. As a last resort the fire department turned out and washed the motley herd off the street with a high-powered stream of water, after which they were marched out of town to the north.

Balboa Park

Balboa Park received its name in 1910 but it was not an honor the famous navigator would have been particularly proud of. The area was a barren unkept hillside until the city made a contract in 1907 with one Kate Sessions, a school teacher who was interested in horticulture. She was to plant so many trees a year in return for a concession to conduct a nursery on the grounds. She therefore started the first nursery in San Diego.

The proudest moment in the history of San Diego was when she threw open the gates of the Panama Pacific Exposition in 1915 for the world to see this gem of Spanish architecture, set in gardens of exquisite beauty. Groups of troubadors in Spanish costume strolled about the grounds singing ballads of olden days to the accompaniment of guitar and violin.

On the eve of the opening, the great organ, a gift of John D. and Adolph Spreckles, was dedicated to the public. In a special housing, this, one of the finest organs in the world, gave daily concerts. The Exposition was so

successful that it was continued another year. Through planting and care the park has become one of the scenic spots of the world.

Certain buildings were planned to be permanent features of Balboa Park, to house the art treasures, but in the early '30s they were found to be falling a prey to termites. The structures were condemned to be razed but instead a hue and cry arose from the San Diegans, who were up in arms at the thought of losing these splendid examples of an architecture indigenous to this romantic section, and which, if it had been rebuilt, would likely reappear in a stark modernistic style. The Chamber of Commerce appointed an investigating committee which reported that the buildings could be restored at less expense than they could be destroyed. The Chamber raised \$15,000.00 through popular subscriptions, the City put in a like sum, and the work of restoration was begun in 1933.

The buildings suffered the ravages of war when battle wracked bodies and minds of returning veterans received medical care and solace in this tranquil spot. The exhibits were all stored away and the beautiful lily pond was cleared out for a bathing pool. The park and facilities could not have been put to a worthier purpose and Federal funds have restored the area to its original state.

The Narwhal

The whaler *Narwhal*, another relic of the past, met a tragic end right in the "Harbor of the Sun." Launched at San Francisco in 1883, she was the last of the Auxiliary whalers afloat. After a long lay-up in Oakland Creek, the engines having long since been removed, a company of men seeking adventure bought the old bark for \$7,000.00 and Captain Arey was selected to guide the ship's destiny. Strange to say, he had served on the *Narwhal* years before as foremast hand.

Early in February, 1923, the towline was cast off outside the Heads and the *Narwhal* embarked on an eighteen months cruise. In her holds were lumber, dynamite, used cars and other articles of trade, in order to make the expedition self supporting. One rainy night before these greenhorns had learned their ropes, it came on to blow.

"Old Ironsides" spent considerable time at San Diego during the winter of 1933-34. It was then that Duncan Gleason made the sketches on this page.

All sail had been set and both watches floundered around on deck casting off any line their hands happened to touch. All of the next day was spent in clearing and coiling down clewlines, buntlines, downhauls, sheets, braces, in the worst hurrah's nest the two officers had ever seen!

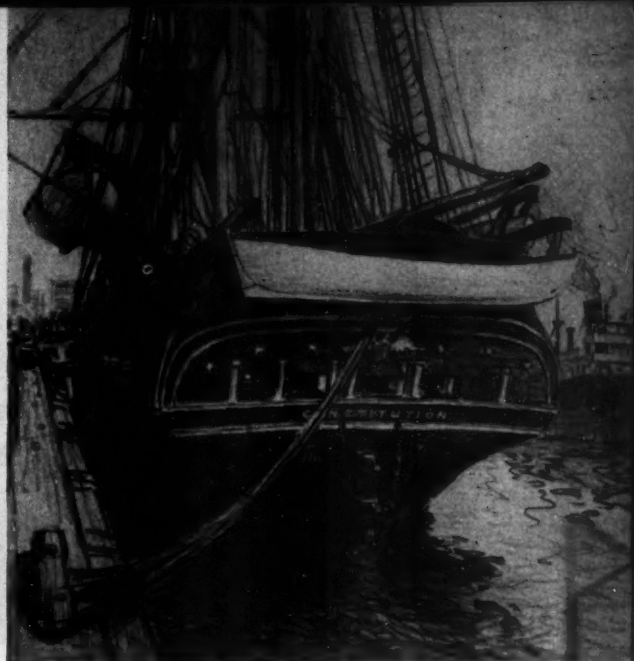
The *Narwhal* knocked about the Pacific for nearly two years, following the wind or a cargo lead. Seventy tons of old smooth bore cannon took her as far as Sydney, Australia. These relics of the Napoleonic Wars were shipped to Noumea where they became plow shares.

Back again in San Francisco, the *Narwhal* was sold to Warner Brothers Studios in 1924 and was used in the filming of "Moby Dick." In time this valiant hunter of the leviathan became a fishing barge. When no longer seaworthy the *Narwhal* was towed to a shallow spot in lower San Diego Bay and left to rot. In August of 1937, a Navy patrol plane, in landing, struck the hulk at the waterline, ripping out the bottom and killing six of the plane's crew. The partially sunk whaler long marked this tragic spot.

"Old Ironsides"

During the winter of 1933-34, San Diego entertained an illustrious visitor, the U. S. Frigate *Constitution*. Arriving from the east coast on a tour of the shores of the United States, San Diego was her first port of call. After visiting all of the harbors as far north as Seattle, during which time 1,542,423 people inspected the famous ship, she returned to winter at San Diego. At this time a depression had settled its heavy weight upon the land and the gallant frigate, which had fought 42 battles and lost none, came as a spirit of hope and inspiration to a fear-obsessed people.

Details in this sketch, looking toward the stern, are of absorbing interest to the sailor.



Boundaries

In 1845, Santiago Argüello, prefect under the Governor, ordered a survey of the pueblo lands of San Diego. The map was drawn by Captain Henry D. Fitch and approved by Governor Pio Pico. This map was important evidence in future controversies over the boundary lines after the American occupation.

The Fitch survey encompassed Point Loma, North Island

(Continued on Page 48)

Twenty-four pounder on the deck of the *Constitution*. This shows the bentick shroud, which was peculiar to hemp-rigged vessels. It was used in taking up the slack in the topmast shrouds.





Waw! what a spill! This is G. W. Danzie, Jr., of Salt Lake City, thrown from his outboard hydro at about 65 miles per hour, at Lake Merritt, Oakland, Cal. He was not seriously hurt.

Speedboating Takes the *Center of the Stage*

USUALLY-CALM Lake Merritt in Oakland was a turbulent body of water when the great Stock Outboard Nationals were held there Sept. 20, 21 and 22. The hottest corner in the United States was the first turn on the Lake—at one time 16 D Hydros made that turn at the same time!

Sam Baker of San Lorenzo, Calif. may not know it yet but he will receive a plaque for his rescue of Milt Anderson of Chicago, who, following a flip, was knocked unconscious and was floating face-down in the water. Sam dived into the water from his patrol boat and in seven minutes they had Milton over to the float and in the hospital. He had suffered a fractured skull.

A total of 202 boats entered the national championships which were sponsored by the California Speedboat Assn. and the Oakland Junior Chamber of Commerce. Seventeen states were represented by top drivers—Ohio, New Jersey, New York, North Carolina, Wisconsin, South Carolina, Illinois, Colorado, Washington, Florida, Oregon, Michigan,

Utah, Oklahoma, Arizona, Virginia and California. It was a field day for the youngsters: six of the 10 new national champions are teen-agers.

Fred Hallett, referee, affectionately known to stock drivers as the "Great White Father," and his wife, Kay Hallett, who was chairman of this big racing event, report that not one single protest has been filed officially. They say that the drivers at this regatta were a "wonderful bunch of fellows and gals" and it was a great pleasure to work with them.

The B-Hydros were an example of how the qualifying heats were handled, and there was no question as to who had qualified: there were 34 B Hydros, for example, to qualify. They drew for one of the three heats. The first five finishers in these three heats raced in a final heat and the first nine finishers in that heat were qualified for the Nationals.

After the Championship regatta on Sunday, there came the mile trials on Monday—22 of them. Two potential

At the left are the workers who made the stock OB Nat. Championships at Lake Merritt one of the most successful regattas ever held. Center: Fifteen-year-old Dean Chenoweth of Xenia, Ohio, sensation of the Nationals, who became champion in A Runabout, A Hydro and B Hydro. With him are his parents.

Right: A section of the winners' circle at the Stock Nationals. Left to right: Elgin Gates, H. C. Pepper, W. W. Bowen, Johnny Garcia, Cog Graham, John Toprahanian, R. Zuback, Nick Chapman, Bob Switzer, Ed Jones, Marilyn Donaldson, Ivan Harris, Dean Chenoweth.



records are now up for approval by the Stock Outboard Racing Commission: John Toprahanian in Sashcord (CU) set 41.231 mph—he is from San Diego. Ray Alburty (DU) from Barnsville, Oklahoma rated a 56.039 mph.

STOCK OUTBOARD NATIONALS, Lake Merritt

A Runabout:

Dean Chenoweth, Xenia, Ohio
 Ronald Zuback, Morgan, New Jersey
 Nick Chapman, Long Island, New York

B Runabout:

Ronald Zuback
 Horace C. Pepper, Easley, So. Carolina
 Robert L. Switzer, McHenry, Illinois

D Hydro:

Ivan A. Harris, Loveland, Colo.
 Robert L. Ray, Redmond, Wash.
 Tommy Haygood, Orlando, Florida

A Hydro:

Dean Chenoweth
 W. W. Bowen, Oceanside, Calif.
 Tommy Haygood

B Runabout:

George Churchill, Willamina, Oregon
 Wallace Granberg, Orinda, Calif.
 Elgin Gates, Huntington Beach, Calif.

F Runabout:

Ed Jones, Okanogan, Wash.

B Hydro:

Dean Chenoweth
 Tommy Haygood
 Johnnie Garcia, Sacramento, Calif.

J Runabout:

Marilyn Donaldson (one of three women drivers),
 Dayton, Ohio
 Bob Parish, Bakersfield, Calif.
 Ann Hawley, Corona Del Mar, Calif.

C Runabout:

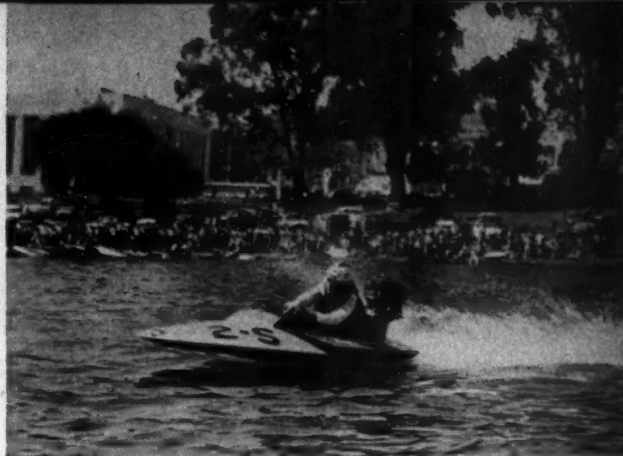
John Toprahanian, San Diego
 Cag Graham, Ventura, Calif.
 C. L. "Chuck" Boring, Modesto, Calif.

D Runabout:

Robert L. Switzer**
 Robert H. Wahl, Rochester, N. Y.
 Major F. C. Thomas, San Diego

****He also won the Pat Ryan Memorial Trophy**

(Continued on Page 63)



—Photographs by Lankford
 Dean Chenoweth, the 15-year-old sensation, out in front as usual.
 Below: John Alden drove in one of the most exciting events of the Stock Nationals, the B Hydros. First heat he flipped, in the second he made a bad start but worked into second. But he couldn't catch the leader, Dean Chenoweth.



—Photograph by Alan Hems
 John Hartley of Coquille (below) winner of 1st in D Hydro at the Coos Bay Outboard Regatta.



—Photograph by Lankford
 At left is John Toprahanian, winner in C Runabouts and who is believed to have set a new mile straightaway record of 41.231. He's from San Diego and the boat is a KoehlerKraft.

—Photograph by Alan Hems.
 B Runabouts off to a flying start at the Coos Bay Outboard Regatta.





Start of the B outboard class participating in the Fifth Colorado River Marathon, Needles to Parker Dam and return. There were 51 entries in this class, the largest in the Marathon.

—General Petroleum Photo

COLORADO RIVER MARATHON

A SIXTEEN-YEAR-OLD high school senior, driving 115 miles of river water on his knees, was the first to finish in the fifth annual Colorado River Marathon (stock outboards). But don't think it was youth all the way, that Sunday of October 5. Sixty-two-year-old Homer Smith, Arizona cattleman, gave young Johnny Craven terrific competition in Class D, coming in past the judge's stand only four minutes after Craven. Smith evidently took a wrong turn near Devil's Elbow when he was leading over Craven and thereby lost his lead and never picked it up again.

Joe DeSousa, San Diego, driving his C boat, Evinrude-powered, was the second to finish the course from Needles to Parker Dam placing himself first in his class. Class C boats left the starting line at 9 in the morning and Joe finished at 11:54. His friendly enemy, Cag Graham, was second place finisher in Class C. Cag is from Ventura and he and Joe have a habit of alternating in wins and setting new records. Joe's average speed 47.663 mph. (unofficial).

Bugsy Irwin, who operates a filling station in Needles, is the Marathon's Class B winner. It took him two hours and 25 minutes to cover the course. Unofficial average 43.039.

In Class A it was Homer Sain, another "river" man,

from Blythe, who placed first. These boats got the starting gun at 9:15. Homer returned in his Bay Craft (7½ Mercury engine) at 12:02. Average, 37.850 mph.

Pasadena's Johnny Craven left Needles' starting line at 9:45 and ended his marathon at 11:51, averaging 54.409 mph. Unofficially, a new time for covering the course was established with Craven's DeSilva hull and Mercury Thunderbolt.

In contrast to last year's Marathon weather conditions on the rugged Colorado—wind and chop—this year there was little wind and the river was far more hospitable. Of 120 starters, 85 finished—what a change that was from 1951 when 57 out of 80 starters were forced from competition. Interestingly enough, none of the first place winners of 1951 was a repeat in those places in 1952. Johnny Craven last year struck a rock and damaged his boat so badly he was out of the running.

But there was no change in the fine sportsmanship displayed at this, the West's most spectacular Marathon; nor in the wonderful Needles community spirit and hospitality which has become famous the country over. There were heartbreaks aplenty—stalled motors, flips, boats meeting unexpected obstacles (only the hazards of the course

Pit Manager L. A. "Andy" Andrews, who has been one of the most ardent backers of the five Marathons held on the Colorado River. Andrews owns a Class B boat.

Sixteen-year-old Johnny Craven of Pasadena, first to cross the finish line in the Marathon and winner of Class D.

Austin Secor of Needles, chairman of the 1952 Colorado River Marathon. He, Elgin Gates and "Andy" Andrews are high in the leadship of this outstanding stock racing event.



were marked) and the rough treatment by Lady Luck.

C46X conked out at the start of the Cs, but started again and despite the handicap, finished fourth in C—that's the performance of Tony Williams of Needles. C driver Les Ryder also stalled at the start, but didn't let that keep him off the long course.

The cold statistics of the race, without mention of the human disappointments, show that S. L. Willis in his B boat returned to the pits under his own power, but after losing his fuel pump. Bob Graves, another B, also returned to the pits under his own power when the plunger on his fuel tank broke. Skip Kolb, another B, had to be towed in at Topock. Joe Collins in D420-C, flipped. C257C broke down and was picked up at Lake Havasu.

This race, proved as have others, that no driver can say he really knows the Colorado—its sand bars are constantly shifting positions. The swiftness and whirlpools, the tules and sunken water logged cottonwood and mesquite are always there.

The A class, whose maximum speed is 42.43 mph., was notable for young drivers: 13-year-old Bob Baker; 12-year-old Bob Parrish; Biff Parker in his new boat. Pat Davidson flipped at the start but after drying out put his A boat into the water for a really late start.

There were Marathoners from six states, other than California—Illinois, Nevada, New Mexico, Arizona, Texas and Missouri. For that invaluable service at the pits to the exhausted drivers, it was the Eagles' Lodge.

Officials: race chairman, A. T. Secor; referee, E. A. Craven; chief timer, Louis Taulmun; chief starter, Clare Brown; chief scorer, Jean Craven; measurer, Russ Hill; pit manager, L. A. Andrews; patrol boats, Al Notley.

Results:

Class D—started at 9:45 a.m.

John Craven, Pasadena; finish time 11-51-49
Homer Smith, Parks, Ariz. 11-55-10
Ben Hammer, Arlington, Calif. 11-55-22
Cheder Slinger, Palo Alto, Calif. 12-0-11
Alfonso Nausieda, Chicago 12-0-45

Class B—started 9:30 a.m.

Bugsy Irwin, Needles 11-55-19
Julian Binford, El Paso* 11-57-14
Julian Binford, El Paso** 11-57-14
Wayne Rudasill, Needles 12-0-13
Earl Clark, Needles 12-2-28
Chuck Van Dyke, Yuma, Ariz. 12-5-18

****Disqualified**

Class A—started 9:15 a.m.

Homer Sain, Blythe 12-2-18
Charles Harter 12-6-33**
Johnny Drake, 12-6-39
Wendell Keith, Whittier 12-6-54
Don Graves, Sunset Beach, Calif.
****Disqualified**

Class C—started 9 a.m.

Joe DeSouza, San Diego 11-54-46
Cag Graham, Ventura 11-58-30
Chuck Boring** 12-1-32
Tommy Williams 12-9-27 (Needles)
Lee Burris, Gardena, Calif. 12-10-30

****Disqualified**



Homer Sain, veteran racer, who hails from Blythe, Calif., first to finish in the A outboard class. Below, Joe DeSouza from La Mesa and San Diego, Calif., who took the Class C win from his rival Cag Graham of Ventura, Calif.



A Needles driver, Bugsy Irwin was the first to finish in Class B, ending his 115-mile Marathon at 11:55, having left the starting line at 9:30. Irwin had competition from 50 drivers.



Left, Harold Sheldon, marine district representative for the General Petroleum Corp., and A. K. Jones, sales supervisor for GP from San Bernardino, were on hand for four days at Needles to provide fuel to the drivers. Jim Gates, distributor for General Petroleum, at Needles, supplied the drivers with Mobil Oil.





—All photographs by Beckner
A start during the Lehman International Championships off the Newport Harbor Yacht Club, sponsor of the event. Thirty-four boats took part.

FINAL FRENZY AT NEWPORT

By ROBERT M. ALLAN, JR.

SEPTEMBER at Newport Harbor is a weird frenzy of final summer activity in the hot foggy days of early fall in Southern California with the ever-present threat of a

Mexican "chubasco" or hurricane in the background. Old timers watched the heavy clouds and warned darkly of another "1939 blow." Nothing daunted the fishermen though for the 315th marlin of the year was hooked by local sportsmen making a new all time record! One big swordfish was actually hooked and landed just inside the jetty entrance and brought to the weighing station still in the brilliant colors that these marlin display in their final fight. The albacore have disappeared again and as the water gets colder the sportsfishermen will retire to their fireside retreats while the commercial boys bring in great loads of mackerel to the local cannery.

Top sailing news of the month was made by blonde Virginia Haskell who showed some 35 entrants in the Lehman Dinghy Fleet what a dinghy can do. Attired in a "Miss America" style bathing suit and with former Snowbird Champion Dick Deaver as crew, photogenic Virginia copped three 1sts, a 2nd and a 4th to become the Lehman

(Continued on Page 66)



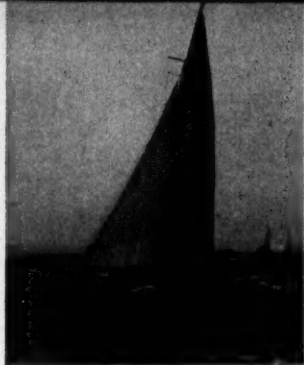
Within sight of the fleet in Cherry Cove Dick Harper landed this 153-lb. Marlin from his father's cruiser Marway.

The four top skippers and crews in the Lehman Internationals. From left, L. Bisby and Judy Graye, third; Fred Schenck and Bambi Fullerton, fourth; Virginia Haskell and Dick Deaver, first; Sue Ficker and Bill Ficker, second.

Harold (Buck) Ayres presented the Patrick Ayres Trophy to Dick Sweet for his victory in the Kinkitten Class.

There was some fine sailing during the Mexican-American dinghy competition at Newport Harbor. Here is the team from Acapulco. Left to right: Billy Hudson, Maine Munuzuri, Julia Polin, Pepe de la Vega, David Martinez, Ernesto Ibarra, Concha Hudson and Francisco de la Macorra.





Aldo Alessio, winner of the Santa Cruz Race, leading the fleet through the Golden Gate with his Mistress, the Farallon Clipper, in that event.



Lloyd Rees' big cutter Yo-Ho-Ho was really driving out through the Gate in the Santa Cruz Race. He took second in the Bang-and-Go Race.



Another Farallon Clipper in the Santa Cruz Race was Dabir, owned by the Stephens brothers of Stockton.

NON-STOP 'SAN FRANCISCO BAY

WITH the end of the racing season in sight, the thirty days of September were far from adequate to cover the many activities scheduled before the official closing of the yachting season. It called for the giant with his seven-league boots to report or participate in the numerous events that crisscrossed this busy month. Just on the Labor Day weekend alone, he would have needed to jump from Santa Cruz (Windjammer Race) to Coyote Point (Barth Trophy Race) to Steamboat Slough (Power Cruiser Race)! But nothing daunts the San Francisco Bay yachtsman—he turned out en masse to give every event his hearty support.

There were plenty "as usuals" in the Santa Cruz Windjammer Races for 1952: as usual, the fog rolled in the Gate at the start of the race; as usual, the winds were light on the trip down the coast; as usual, the race was won by Aldo Alessio in his Farallone Clipper *Mistress*; and as usual, everyone had a wonderful time at the cocktail party and dinner at the Casa del Rey in Santa Cruz.

It was an impressive start, with almost fifty boats jockeying for position in the gusty winds and flood-tide waters in front of the St. Francis Yacht Club.

Fog plagued the yachtsmen all the way—Pidgeon Point and Ano Nuevo were shrouded in its mists. Ears rather than eyes were strained for familiar points along the coast. Alessio was guided into port by the whistle from the train, Manuel Fagundes used the sound of rolling breakers, and Denny Jordan was reported to have checked his location by the mooing of a cow on a coast ranch!

The first boat to cross the finish line was Aldo Alessio's *Mistress*, arriving about 9:30 Saturday morning, August 30. She also took first place on corrected time. Second place went to the *Buoyant Girl* (skippered by Myron Spaulding) and third, to Manuel Fagundes' *Cyrella*. The silver punch bowl trophy awarded to Aldo was returned by him to the Windjammer Club in a gesture of fine sportsmanship, to be raced for next year. This was Aldo's sixth consecutive win and he was again eligible to keep the trophy.

Thirty-five boats entered the Bang-And-Go Race on Monday, in which both power and sail can be used, over a 6-mile reaching course. The race was won by Jerry Wolohan in his 112-foot schooner, *Shamrock*, second place going to Lloyd Rees in his *Yo Ho Ho*.

While the larger boats were headed toward Santa Cruz, their smaller brothers were sailing down the peninsula to savor the fine hospitality of the Coyote Point Yacht Club.

The fleet of approximately 35 boats was greeted and ushered into the harbor by the "Coyote Pointers" who provided them with the perfect combination of sunny skies, good food, and plenty of dancing.

The following noon, the race started from Coyote Point to a line off Belvedere, where the contestants participated in a barbecue at the San Francisco Yacht Club. The winds were very light—much of the race turned into a drifting match. The winner of the Ninth Annual Barth Trophy was George Schuldt (of the Richmond Yacht Club) in his *Smoothie Too*. He beat the *Fricka* by 27 seconds, with a time of 14:17.40.

Sausalito's Sixth Annual Regatta Days celebration was held over the weekend of September 6-7, with the co-operation of the SBRA and the YRA. It drew a huge throng of spectators to watch the ten races sponsored by each as-

(Continued on Page 70)

Sharon Johnston shipping her *El Toro* to Honolulu by air for the October Regatta there, in which she did very well indeed. She also won in the *El Toro* Class in recent races off Alameda.



INSIDE POINT LOMA

SAN DIEGO YACHT CLUB NOTES

NOBODY has been having more fun with boats than the J. Harvey Chambers have been having with *Tatalina*. The new K-38, launched in August, has had shakedown after shakedown until she is now ready for some real campaigning. With teak in her cockpit and a special galley, she also sports a clubbed jib for those lazy, single-handed, cruising days.

Ash Bown has named his new sloop *Carousel*. Sure



The crowd of friends and admirers at San Diego Yacht Club sang "Aloha" to W. L. Phillips and Mrs. Phillips as they left with their *Blue Peter* for a long cruise on Oct. 5th.

The big grin on Earl Biggin's face was due to the fact that he beat champion Jack Campbell recently in a Lightning Class race.



enough, he's a lad who can make a merry-go-round out of any ship: merry-go-round the course about as fast as anybody! *Athene*, alias *Zorra*, alias *Nansa*, alias *Carousel*; and thereby hangs a tale about the quick-changes of boat names. A workman at Kettenburg's was recently detailed to remove the icebox lid from *Zorra*. Fortunately, someone came by before he had dismantled *Carousel's* icebox.

Ash has been shaping up a crew of young hotshots and we may be sure, he is definitely a man to watch. Witness his strong first in the last race of the Dauchy Series.

This is the month of the Trophy Dinner, with more trophies than ever. Where it will end, we do not know. As the season draws to a close, we are aware of the constant pressure of our kaleidoscopic schedule. At last, there is a lull, in which to catch our breath.

September Sailing

On Sept. 24th Jack Bone wound up his clear win of the Starke Trophy for P.C.s. You can't beat three firsts! Ted Starke, sailing *Vivace*, was second and Bill Pickford's *Jade*, third in the series.

Louis Bodmer's *Angela* won the Giraud Trophy Handicap September 14. Dr. John Rumsey's *Duchess* finished second and Ash Bown, in *Carousel*, third. The race provided the usual bay course gamut from a whisper to a fair breeze. A certain very deadly skipper had the race in the bag but rounded No. 16 instead of No. 22, hence finishing altogether too far in the lead! Another feature of this race was the first trial entry of Ben Pittman's catamaran, *Cheetab*. Being also in the vanguard, the cat likewise made the wrong leeward mark and so her time was lost to the record.

The Dauchy Trophy, an Ocean Racing Handicap, was won by George Jessop's *Varya*, after the final race September 21. Paul Kettenburg's *Tomboy* placed second and Dr. John Rumsey's *Duchess* third.

The Starlet singles race, on September 21, was won by Charles Rogers, in *TNT*, with Katie Hanna's *Wha' Hoppen* second and Lynn Worthington, in *Blackjack* third. Larry Davis copped the crew's race, in *Skidoo*. Phil Muir sailed *Wha' Hoppen* to a second and Tom Kurtz was third, in

(Continued on Page 74)

On August 9th Mrs. J. Harvey Chambers christened K-39 No. 17 the *Tatalina* at Kettenburg Boat Works.





View of the last Seattle Show. Some idea of the size and scope of the event can be gathered from the wide range of displays to be seen.

SEATTLE'S BOAT SHOW

A Great Display at the Field Artillery Armory, Nov. 15 thru 23

THE Seattle Boat Show, up to now a Spring event, changes pace this year with a gleaming nine-day marine exposition billed to open in the Puget Sound city's Field Artillery Armory on November 15.

Commenting on the fall dates, Moore M. McKinley, chairman of the exposition for the sponsoring Northwest Marine Industries, Inc., remarks, "Weather may be cool on November 15, but our Boat Show will be red hot."

McKinley points out that this year's Seattle Boat Show, the fifth, is replete with firsts. Among the new departures highlighting the show are:

1. A comprehensive display of outboard boats of all types themed to the slogan, "A Boat for Everybody in the Boating Capital of the World." This display signals an industry-wide drive to develop a mass market for boats and marine supplies.

2. Construction on the show floor of an 18-foot kit boat cruiser to demonstrate the simplicity of putting together a modern precision-designed kit.

3. The unveiling of a "valveless" diesel, a five cylinder diesel, new lightweight diesels and scores of other developments in marine engines; gas, diesel and outboard.

4. Demonstration by U. S. Navy technicians of the techniques used in creating the Navy's new molded plastic hulls, described as unsinkable and practically impervious.

5. Display on the floor of a completely-equipped Bristol Bay type gill-netter.

6. First appearance in any show of a completely new Puget Sound designed and built sailing catamaran.

7. The newest in stock and custom-built luxury cruisers.

8. A wide range of trade-produced lay-up and molded plastic craft.

9. Remarkable new electrical and electronic developments together with a complete showing of accessories, equipment and gear.

On the eve of the Seattle Boat Show, spirits are high among Puget Sound marine dealers. 1952 has brought builders government contracts, mass orders for new Bristol Bay gillnetters and conversions in addition to the normal load of yacht activities.

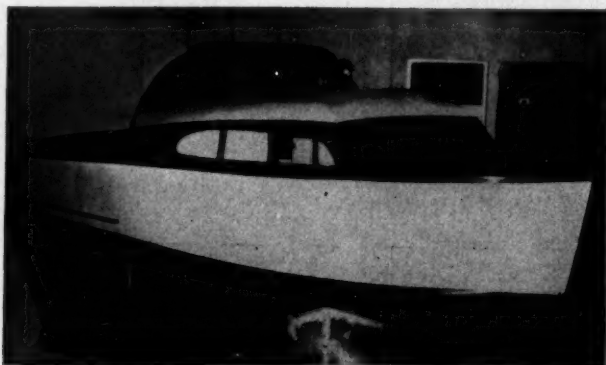
Public interest in pleasure boating has been raised to fever-pitch by the ringing triumphs of Stan Sayres' *Slo-mo-shans*, a frenzy for salmon fishing and the pride Seattleites take in the tag of "Boating Capital of the World."

Puget Sounders like to point out a predominance in pleasure boating is measured statistically by an estimated 50,000 numbered, documented and privately owned boats in the Seattle customs district.

Currently, Dan Pratt of the *Sea and Pacific Motor Boat* staff has developed another yardstick to measure boat use. With the cooperation of the U. S. Engineers Corps, custodians of the Lake Washington Ship Canal, Mr. Pratt has determined that 60,791 vessels passed through the giant locks at Ballard during 1951. During 1952, Mr.



SURE YOU CAN BUILD THIS BOAT!



Bryant's Marina will show you how it's done at the Pacific Northwest Boat Show November 15-23. Watch us build a Chris-Craft 18 Ft. Outboard Kit Boat cruiser. Kit Boats available in 8 to 31 feet.



The Bryant "WASP"

The Wasp, pictured at the left is the finest constructed small runabout available today. Has a special bottom design which permits a fast, level ride.

See the Entire 1953 Line of Bryant Built Boats

On Display at the Pacific Northwest Boat Show in Bryant's Booth will be

KERMATH ENGINES
CHRIS-CRAFT ENGINES
CHRIS-CRAFT CRUISERS
DOLFINITE PRODUCTS

ATTWOOD MARINE HARDWARE
DUPONT PAINT
YACHTING TOGS
MICHIGAN WHEELS

After the show come out to Bryant's, the largest marine store of its type in the world!



NORTH END UNIVERSITY BRIDGE

BRYANT'S marina

in SEATTLE

1117 E. Northlake
MEtrose 0090

in SPOKANE

Center of Division Street Bridge
Riverside 6338



Bryant's Marina

*is proud to announce the
premier showing of*

1953

Evinrude Outboard Motors

featuring the

15-h.p. Super Fastwin

Pacific Northwest

Boat Show

Field Artillery Armory

Nov. 15-23



NORTH END UNIVERSITY BRIDGE

BRYANT'S marina

in SEATTLE

1117 E. Northlake
MErose 0090

in SPOKANE

Center of Division Street Bridge
Riverside 4338



Part of the 1948 Seattle Boat Show, again an outstanding success for boat owners as well as the marine industry as a whole.

Pratt has been keeping tab on the locks as well. Complete 1952 figures are not yet available, but an index to boat traffic is that on August 6, 7, 8 and 9 of this year—a period of Seafair regatta and Gold Cup Race activity on Lake Washington—a total of 1045 boats passed through the Locks. Pratt further has verified that the Lake Washington Ship Canal has attained a preeminence of carrying more annual traffic by boat count than any canal in the world—nosing out Germany's Kiel Canal.

A good deal of the credit for Puget Sound's boating boom goes to Northwest Marine Industries, Inc., a trade organization composed of the leading marine suppliers, ship chandlers, boat builders, engine and hardware houses, marinas and other allied marine interests of the Pacific Northwest. This aggressive group, founded in 1947, set up a prime objective of selling boating to the Pacific Northwest and the nation.

The Seattle Boat Show, now in its fifth showing, is sponsored annually by the marine group as a trade stimulant. Traceable to the Boat Show is an annual several million dollars of new business on the books of the organization's membership and the creation of thousands of new boating enthusiasts.

Officers of the Northwest Marine Industries are: President, Russ Gibson, Marine Bargain Center; vice-president, A. V. Evans, Evans Engine & Equipment Co.; secretary-treasurer, Joe Glass, Maritime Shipyards. Trustees are: Jerry Bryant, Bryant's Marina, James Chambers, Chambers & Franck Boat Co.; Fred Geibel, Marine Digest; John Haydon, Bardahl Oil Co.; Edwin Monk, marine architect; C. R. Evans, Evans Engine and Equipment Co.; R. L. Enslow, Seattle First National Bank and Tom Rowlands

of Lockhaven Marina.

Seattle Boat Show offices are at 2419 Second Avenue, Seattle. Guy Williams, boat show manager, will answer queries sent to that address.

Williams reports that early space reservations for the current edition of the Seattle Boat Show are heavy. Exhibitors planning outstanding marine exhibits include: Albina Engine & Machine Works, Inc., Bludworth Marine, Bryant's Marina, Buda Engine & Equipment Co., Doc Freeman's, DuPont Corp., Evans Engine Co., Fremont Electric Co., G. B. Gaston, Grandy Boat Co., Harbor Plywood Corp., Hollywood Boat Co., International Marine Supply, C. W. Jones Co., Jules Engine & Equipment Co., Kolstrand Manufacturing Co., Marina Mart, Marine Bargain Center, Marine Digest, McChesney Boat Works, Miller Freeman Publications, Motor Parts Machine Co., N. C. Marine, National Supply Engine Corp., Pacific Boat Sales and Service, Pacific Marine Supply, Pacific Plastics, Port of Seattle, Prothero Boat Co., Radio Laboratories, Raytheon Manufacturing Co., Reinell Boat Works, Rupert's Paint-Hardware Co., Shain Manufacturing Co., Sunde and d'Evers Co., Vesaja's Yacht Sales and Charters, Washington Boat Center, Wix Cooler Co.

Every marine dealer and supply house of importance will be spreading its best efforts to show the things which are of greatest interest to boat owners at the 1952 Seattle Boat Show.

Worthy of more than passing mention is the fact that Bryant's Marina will actually build an 18' outboard kit boat cruiser during the show. Bryant's, as Chris-Craft distributor in the Northwest has had good success with the sale of the Chris-Craft Kits and to show these boats are

really easy to build will produce one on the floor of the show.

Bryant's also are scoring a beat on the entire U. S. marine industry by having the first showing anywhere in the country of the 1953 line of Evinrude Outboard Motors. The new line has some important changes and these will be seen for the first time.

A new wrinkle which has developed among sports fishermen during the last few years is the use of two outboards for fishing. One, a large motor for getting to the fishing grounds and the other, a small motor, for trolling or mooching. Nordby Supply Company is showing for the first time a new outboard bracket for the extra outboard motor. A simple device attaches the extra motor to the transom of the kicker boat and affords the fisherman easy control of his power plant.

Nordby's will feature Pettit Paint, Pan-American Radios and velcos belting. The PAR radiotelephone display will have the new Model 881 10-watt Gillnetter.

Among the owners of the larger yachts and aboard workboats and fishing vessels is the need for extra electric power to operate the ever increasing number of electric and electronic items currently in use. Work boats and fishing vessels particularly have been installing small gasoline or diesel generating plants in addition to the generators which are driven by the main engine. Fremont Electric Company has done an outstanding job in the distribution of Onan gasoline driven generators and high-output generators for every purpose. In addition they have installed a sizeable number of Petter diesels, a small English-made diesel useful for this purpose. Fremont Electric will show these two items together with the Constavolt dockside charger and other important pieces of marine equipment.

Electronic equipment will be shown by Bludworth Marine and will feature the more heavy-duty equipment found on off-shore vessels.

The Evans Engine & Equipment Company, distributors of General Motors Diesels, will have a motorized cutaway model of the GM 6-110 diesel engine which has proved so popular with the commercial fleet. Evans will also show other models of diesel engines which he says will increase the growing trend toward the dieselizing of the small vessels in the Puget Sound area.

Pacific Marine Supply Company, one of the pioneer marine supply firms in the Northwest will be among the leading exhibitors as always. This year Pacific Marine will feature Bendix products, Universal engines, Plymouth Cordage, Woolsey Paints and Goodrich Cutless Rubber Stern Bearings.

One of the most complete exhibits will be that of the Nordberg Manufacturing Company. The Pacific Northwest branch of the company will show the complete line of Nordberg Marine Gasoline engines together with the small Model FS diesel engines so popular as auxiliary plants.

A Boat for Everybody in the Boating Capital of the World is truly the theme.

Because it will contain a number of interesting features involving developments of the past year, the exhibit of the Jules Engine & Equipment Co. of Seattle will be one of the most significant at the Seattle Boat Show.

Centering in the exhibit space, which occupies 20 x 6 ft. at space "R" on the main floor, will be a complete converted Bristol Bay gillnet boat as operated in the far north this year, with all equipment including the Gray Alaska Lugger

engine, the "Gillnetter" hydraulic roller, nets, etc. It has been built in a cradle so as to lie at an angle in a way that visitors at the booth may look into the boat from one side and see the keel and its installations from the other.

Surrounding this center exhibit will be a display of Gray engines and marine equipment. Of exceptional interest will be a model of the new 100-hp. four cycle 6 cylinder light-weight Diesel which the Gray Motor Co. has just put on the market, and which is described in the Gray ad in this issue. This engine, originally designed for the navy, is now in production for commercial use.

For the pleasure boat fan, Jules is showing Gray's new "Kit Boat" engine, Model 6-20, which has a piston displacement of 140 cu. in., its four-cylinders developing 60-hp. at 3200 r.p.m. This standard engine is priced at \$690.00 f.o.b. Detroit, this price including rubber mounting.

The Bell Propeller Co., Ltd. of Vancouver, B. C. for whose products Jules is distributor, will show in a 30-gallon tank an electrically driven reversible wheel of the smaller size adapted for air-cooled and other small motors and also a larger working model, showing how these propellers work in reverse, forward, neutral and at any pitch in between.

Shown also will be the Walters fresh water cooling system, the pumps of the Marine Products Co., Paragon reverse gears, Federal propellers, Maxim Silencers and other products distributed or sold by the Jules Engine & Equipment Co.

One of the outstanding features in the exhibit of Arne Vesaja's Yacht Sales of Seattle will be one of the new 18-ft. outboard cruisers as developed by the Burchcraft Boat Co. of Aberdeen, Wash. Vesaja is distributor for this line of boats and a number of other interesting models will be shown. He will also exhibit Trailer aluminum boats and Friendship skiffs and a very complete display of Kainer marine hardware which he is now handling. Both the Wixkuler engine cooler and Galley Maid hot water heater, products of the Wixkuler Co. of Seattle, will also be shown, and exhibits of other lines he handles such as Sudbury Laboratories, Benson anchors, the Sterling boat trailer line and a display of cordage and general hardware.

(Continued on Page 76)

The big one and the little one. Pretty models showing the largest and the smallest engines displayed at the last show.



FROM ALL AROUND THE COAST



William T. Pickering, Publisher of SEA and PACIFIC MOTOR BOAT.

WILLIAM T. PICKERING

By SKIP

THE death of William T. ("Bill") Pickering on September 6th brought sadness to a great many people, for he had an unusual number of friends in many parts of the country.

Of course, he was well known among boating people, for what New Englander doesn't jump from his cradle into a boat? His father and uncle were eminent astronomers and directors of the Harvard Observatory for many years. But Bill's first job after graduation from Harvard was with an engineering firm in Massachusetts. When eye trouble developed, the doctors advised outdoor work for a while and Bill became the representative in Jamaica of the Raymond Whitcomb Travel Agency. World War I forced the abandonment of this outpost of that company whereupon Bill took up advertising. He was a member of advertising agencies in Boston, Chicago, Dallas and finally Los Angeles, where his firm was Heintz-Pickering & Co. He was a Past President of the Advertising Club in that city.

Being intensely patriotic, Bill joined the Coast Guard Auxiliary before America's entry into the war and became Commander of Flotilla 52 in the So. Cal. District. He joined the Coast Guard Reserve soon after Pearl Harbor and was made Skipper of CGR 309, which all hands will remember as Allan Hancock's 135-ft. Diesel cruiser *Velero II*.

In 1945 he purchased Sea Magazine, together with several associates who were prominent yachtsmen, and he became its publisher. Because of his natural ability and his great experience in advertising, he enjoyed considerable success in this venture.

Bill was a grand person to work for, as I know through one of the most pleasant experiences of my life. Beyond that, his many friends from many states invariably speak of him as the best of shipmates. That is the top tribute in the yachting world.

MEMORIAL TO BILL PICKERING

DURING World War II, the late William T. Pickering, formerly publisher of *Sea* magazine, was Commander of Flotilla 101, United States Coast Guard Auxiliary, and upon his recent death, Mrs. Pickering requested that in place of flowers, the money be given to the Eleventh Coast Guard Auxiliary District because of Bill's great devotion to that organization.

Checks were received from far and near, amounting to about \$200.00. At the District Board meeting, it was decided to devote this money to a memorial to Mr. Pickering and it was deemed fitting to erect a flagpole at the Auxiliary Base at Fisherman Cove, Catalina Island. At the base of the pole there will be a bronze plaque to commemorate the name of this beloved man and fine boatman.

DUNCAN GLEASON

HUBBA, HUBBA, IT'S HAPPENED!

A T a meeting of the new Acapulco Race Association in the Portuguese Bend Club September 30, January 10, 1953, was set as the date of the first San Diego to Acapulco race and cruise. The trip down will be a non-stop run, with the exception that boats having an emergency warranting it may put into Cape San Lucas for not more than twenty-four hours, the time to be deducted from their elapsed time.

Fiesta activities will be the order on arrival in Mexico, with the Club de Yates of Acapulco and local sailors acting as sponsors and hosts. Arrival will coincide with Acapulco's *Semana Nautica*, for which many Southern California sailors fly to the resort town's waters.

Members appointed to the steering committee are Dr. Paul Van Degrieff, John Kellogg, Ken Davis, Pepe de la Vega, Paco de la Macora, and Dottie Fabian acting as coordinator. Interested sailors may contact the committee by writing the Acapulco Race Association, 24456 Malibu Road, Malibu, Calif., or by calling Globe 6-8054.

There will be two different starting dates from Acapulco for those boats that wish to come back up the coast in company. The Mexican government has agreed to string gas pumps at regular intervals all along the shore line, and to cut the red tape of port entry routine. It is possible to anchor every night but two, those being as one crosses the mouth of the gulf of California, and between San Lucas and Magdalena Bay. While considerable powering will undoubtedly be necessary on the return trip, contrary to many opinions, it will be possible to sail, too, by following the proposed route of bay hopping and taking advantage of shore breezes.

The San Diego yacht clubs promise a big sendoff, the details of which are now in work. It is thought that Los Angeles and Newport entries will sail to the takeoff harbor the weekend before the start as shakedown, and to be able to take advantage of San Diego's hospitality.

It is possible to ship boats back from Acapulco, the cost tentatively quoted being just under a thousand dollars for a boat the size of an Island Clipper.

THE BATTLE OF THE BIG FELLOWS

PATOLITA, the big M-class sloop of Col. Charles Deere Wiman of Montecito, on Sunday, Sept. 14, made its third straight win over the *Windward* of San Francisco,



—Photographs by Sta. Barbara News-Press
In the "Jousting between the White Knight and the Black Knight," as Steve Stevens called the racing at San Francisco last year between Charles Wiman's *Patolita* and Cyril Tobin's *Windward*, the former won, and recently repeated her victory at Santa Barbara. At left is the winner, *Patolita* and *Windward* is in the center. At right Tom Crawford, Commodore of the Santa Barbara Yacht Club, presents the trophy to Charles D. Wiman.

owned by Cyril Tobin of Hillsboro. In a similar series of races last year over San Francisco Bay courses the *Patolita* also was winner.

Although the final race was close, the *Patolita* crossing the finish line of the 14-mile Santa Barbara Channel course at 3:22:35 and the *Windward* at 3:28:10 p.m., the Wiman sloop at no time was in danger.

The sloops were racing for a silver-bowl trophy engraved with the burgee of the Santa Barbara Yacht Club. Commodore Tom Crawford presented the trophy to Col. Wiman with ceremony at the clubhouse on the beach. It will remain in the yacht club here until the next series of races between the two rival sloops.

Race chairman for the series was Wiley Cole, former Commodore of the Santa Barbara Yacht Club, while honorary judges included Commodore Don Barber and Staff Commodore Charles Schimpff of the Los Angeles Yacht Club and Charles Pickering of Los Angeles. Judges traversed the course during the races on the big motor cruiser *Frances D*, owned by Mr. and Mrs. Samuel Dabney. The starter's boat was the *Norconian*, owned by Bill Clark and Comm. Crawford's cruiser *Fair Winds* pointed out the marks for the big sloops.

Racing on Santa Barbara Channel on Sunday afternoon,

Sept. 14 Humphrey Bogart's yawl *Santana* crossed the finish line 21 seconds ahead of Ed Vail's Santa Barbara PCC sloop, *Selene*. However, this margin was not enough to take care of the 4½-minute handicap held by *Selene*.

Bogart was not aboard his *Santana*, having elected to crew on the *Patolita*. Another motion-picture actor, Sterling Hayden, crewed on the *Santana*. Third in this race was



—Photographs by
Lawrence Barber
Above right: Com. W. L. Ruessell hands the Gilmer Trophy to Herman LeMay, winner in the race of the Portland Power Squadron. Next are Davis Marsh, second and Dorothy Kullberg, third.

Left: Claude F. Butler's *Crad Starlight*, winner of the 1952 Elliott Trophy Race, a Portland Yacht Club feature event.

Herman LeMay's 32-ft. *Hydra* cruiser *Flo-May* had an error of only .290 in the Gilmer Trophy race.





Start of Los Angeles Yacht Club's race around Santa Barbara Island.

—Photograph by W. C. Sawyer

the yawl *Brilliant*, now owned by Peter Gring. Clark Keeney's *Vip* did not finish after blowing out a spinnaker.

JAMES F. DORRANCE, SR.

LeMAY WINS GILMER TROPHY

HERMAN LeMAY, a newcomer to predicted log racing, won the Portland Power Squadron's Gilmer trophy race, an annual predicted log competition, September 28 when he finished with an error of only .290 percent to lead a field of 20 starting boats.

The course lay over a distance of 28 nautical miles on the Columbia River, starting from Ryan Point, in the Vancouver, Wash., shipyard area, upstream to jetty light No. 60 near Corbett, and back down to upper targets of the measured mile, which the power squadron laid out five years ago with coast and geodetic survey assistance.

LeMay piloted his 32-foot Hydra cruiser *Flo-May* over the course. Closely following in the percentage column was Marsh Davis, with the *Vona Lu*, a steelcraft, who ran the course with an error of .335 percent; and Earle Didzun, in the *Ranger*, with an error of .371 percent. Didzun was a power squadron member just back from a "GI tour" of Korea.

Others close to the top were Commander W. L. Rueppell, with *Crystal R*, .373 percent; Frank Koehler, *Billiko*, .380 percent; Robert L. McCulloch, *Sue-Mac*, .470 percent; and Leo Jansen, *Steel Queen*, .472 percent.

To make the race difficult, Don C. Byers, chairman of

the committee required that boats be run at three different engine speeds for stated legs. The first, third and fifth legs were run at normal cruising speeds. The second leg was run either at more than 10 percent faster or more than 10 percent slower than cruising speed, and the fourth leg, about 7.7 miles, was cut to five knots through the water. This leg, however, was downstream where currents ranged from 1.5 to 2.5 knots.

Skippers and observers, who were supplied by the power squadron and coast guard auxiliary, figured log errors together, and results were announced an hour after the race was finished.

LAWRENCE BARBER

ELLIOTT TROPHY RACE

THE annual Elliott trophy race for Portland Yacht Club sailboats was won September 27 by Claude F. Butler with his Crod sloop *Starlight* after an all-night sail which included a long wait at anchor for much-needed wind.

Seven boats started out at 7 p.m. Friday night and sailed down the Columbia River from a point below Vancouver, Wash., to a red buoy near Warrior Rock, a mile upstream from St. Helens. When they were ready to start back upstream, the wind died and they were becalmed from 1 a.m. until about 11 a.m. The midday breeze carried them swiftly up the river against the current and the four boats that finished under sail crossed the line about 3 p.m. The

One of the races for the North American Sailing Championship at Mystic, Conn., in which the West Coast had one representative.





Tacoma's Labor Day Regatta was started in rather light airs, but on the whole the weather was quite favorable. —Photograph by Ken Ollar

course was about 30 nautical miles in length.

Second place was won by Gil Cheney in the *Gravy*, twice before winner of the Elliott trophy; third place by Ed DeKoning with the *Crod Evening Star*; and fourth by Lyell Ginter in *Spanker*, another *Crod*.

Three boats failed to finish. *Aeolus* withdrew during the dead calm; *Yankee Doodle* finished at the wrong buoy and was disqualified, and *Deeo Six*, a *Crod*, failed to finish.

The Elliott trophy was offered about 20 years ago by Mr. and Mrs. Walter G. Elliott as a perpetual prize for annual long distance sailing races by cruising types of boats. Prior to the last war, the races were held in the Columbia River mouth, below Astoria, but in recent years they have been confined to the river area between Vancouver and St. Helens, starting in the evening so night navigation was necessary.

The donors annually present a belt buckle to the first place winner. A three-time winner may keep the trophy. *Gravy* is the only boat which has won it twice.

LAWRENCE BARBER

—Photographs by Ken Ollar
Schmidt's PC Olympian, winner of the Tri-Isle Series in the class for PC's, XY, Six Meters and Evergeens.



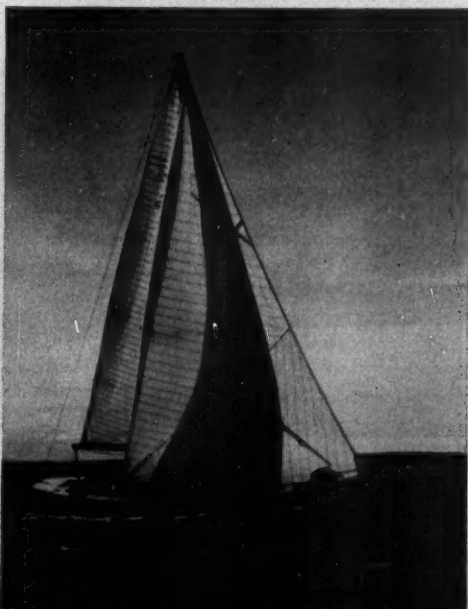
SANTA BARBARA ISLAND RACE

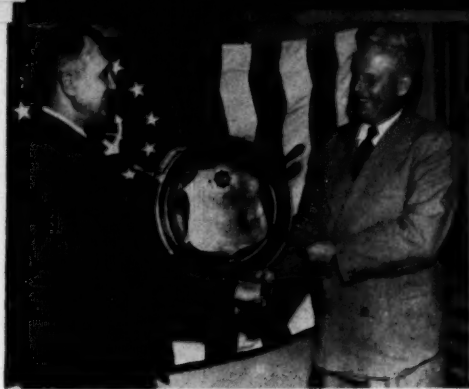
GLENN MEYER, Chairman of Los Angeles Yacht Club's Race Committee, promised a fine breeze all the way, as arranged with the government's "Wind & Weather Authority." Some returning skippers claimed that the authority functioned in the usual fashion of government bodies, with "Political Perfection." Anyhow, they had to admit that there was a breeze most of the time, although it was pretty light.

Out of fourteen entries, thirteen started and ten finished. The leaders arrived off the island a couple of hours after midnight. There was spotty fog, which made it a question of working around by listening to the seals and surf. Just when the crew of Fred Lyon's *PCC Kitten* figured they had made it, Chuck Pickering went forward and yelled to come about. Fred swears they missed the sheer walls of Sutil Island by only four feet! That is the enlarged rock off the southwest corner of Santa Barbara Island.

At dawn Hal Ramser's *Antigua*, *Kitten* and Chuck Ullman's *Legend* were lying becalmed not far from the island

Cranston Paschall's Owens Cutter *Revenge* took the most points in the Tri-Isle Series in Classes AA, A and BB.





—Photograph by Joe D. Williamson
U. S. Power Squadron Comdr. Richard G. McCann (left) who placed third, congratulates Harold L. Salverson on again winning the Leonard P. Heath Memorial Trophy of the Seattle Power Squadron on Labor Day.

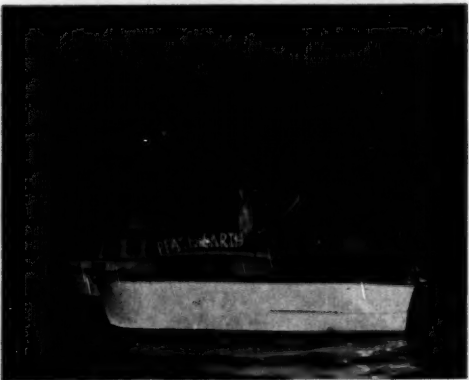
when the wind came up and *Antigua* got it first. That was the yacht race.

The event turned out to belong to Class B this time, for the first three in that class were also the overall winners. They were *Antigua*, Alex Irving's *Sparkle* and *Kitten*. In Class A *Legend* was first, R. M. Stockton's *Galatea* second, while *Morning Star* found the going too light for such a big boat to finish. Winners in Class C were Paul Hurst's *Primavera*, Barney Huber's *Mara* and Paul Holmes' *Question Mark*.



—Photographs by Clarence Albecker
Graham Shand (center) of Flotilla 14 USCGA, receiving the trophy that his *Sea Ora* won in the Parade of Lights at San Diego as Division Captain Ray Thomas stands by.

Below: John Tanner's *Twin B* which took third place in the same event.



NORTH AMERICAN SAILING CHAMPIONSHIP

THE first North American Sailing Championship was held on the waters of Fishers Island Sound at Mystic, Connecticut during the days of September 6, 7, and 8. Eight Quincy Adams 17's manned by skippers and crews which represented every section of the country sailed hard and long for three days under every condition that weather can provide to decide the championship. After final gun of the last race it was found that Cornelius Shields representing the Y.R.A. of Long Island Sound, with a crew consisting of Wm. Le Boutillier and Cornelius Shields, Jr. had won the championship with a score of 43¼ points. In seventh place was the only Pacific Coast entry, Carl Eichenlaub, Jr., So. California Yachting Association.

C. G. AUXILIARY ELEVENTH DISTRICT

THE Eleventh District of the United States Coast Guard Auxiliary wound up its summer cruises with a rendezvous at San Diego as guests of Division I, with a program of events coinciding with the annual "Parade of Lights." This aquatic festival was managed this year by the Auxiliary and was in charge of Ray Thomas, Captain of the Division, and Lyle Stockton, Executive Officer.

Some participants came by boat and some by car from as far north as Santa Barbara and all gathered on Saturday at Portuguese Hall. As darkness fell, groups sought vantage points along the waterfront to watch groups of expert water skiers, towed by speed boats and describing great circles while carrying flaming torches.

This spectacle was followed by a parade of decorated boats ablaze with lights which cruised around the harbor in single file, passing in front of the grandstand. A spectacular display of fireworks from a barge climaxed the water events and all Auxiliaries repaired to Portuguese Hall where a splendid feast awaited. Prizes for the winning boat were awarded to M. O. Medina, who won first with his cruiser *Mo Belle*, Graham Shand USCGA who took second with *Sea Ora*, and John Tanner USCGA, who came in third with *Twin B*. This cruiser was outlined in light and on the cabin top stood a beautiful girl representing Peace, clad in white and brilliantly illuminated by a flood light.

DUNCAN GLEASON

SEATTLE'S TRI-ISLAND SERIES

CONSISTENCY still pays off, as was certainly proven in the Seattle Yacht Club's Tri-Island Series this year. In each of the races and in each of the classes the final winner was in the winning bracket practically every race. Of course, the races that dropped a goodly number of contenders right out of the running were the Protection and Marrowstone Island Race, the one around Protection especially, as it was considered the toughest in some 30 years. Only 5 boats in AA, A and BB Class were able to finish, with *Choline* dropping a man overboard and being disqualified for turning on power to pick him up. At the finish of the Protection Island Race the *Revenge* with 47 points led its class, followed by the *Mercury* with 45 points and the *Dabus* with 42 points, while the *Maruffa* which won the race jumped from 10 points to 36 points. So there were the contenders for the Tri-Island Series in the AA, A and BB Class at the start of the final race, the Hat Island Race. However, one boat had been overlooked, Doug Sherwood's *Rebel*, the winner of the Vashon Island Race with 26 points who



Ventura County Boat Club recently staged a cruise to Santa Cruz. Here is the fleet at Scorpion Harbor near the Gherini Ranch landing on the island.

jumped into 3rd spot at the finish of the Hat Isle Race by taking 2nd place in that race; so the final results of the Tri-Island Series in the AA, A and BB Classes are as follows: *Revenge* with 62 points, *Maruffa* with 56, and *Rebel* with 51.

In the Class X, Y, 6 Meters, Evergreens and PC's we find PC *Olympian* out in first place at the end of the series, with a first in the Vashon Isle Race, a first place in the Marrowstone Isle Race and a fourth in the Hat Isle Race. Second in the Series went to the *Wahoo*, and third to the *Saga*.

In Class B and C the *Blue Jacket* was first, the Nixie second and *Poco Moto* third.

In Class D and Z the *Cirrus* was first with *Bellaire*, *Marda* and *Dragon No. 24* all tied for second place and *Scuss* in third.

KEN OLLAR

TACOMA'S LABOR DAY REGATTA

THE Labor-Day week-end was an active one for some 60 odd sailboats and their crews, as starting with Friday, the 29th of August a representative group of Tacoma and Seattle sailboats rendezvoused at Port Blakely on the southern end of Bainbridge Island.

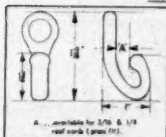
The race next day started in the midst of a pea soup fog and with a very light northerly blowing it was only a matter of minutes before the entire fleet had their spinners up and they had disappeared into the fog bank to the south. Fortunately the wind continued to freshen and within a couple of hours the fog became wispy and finally blew completely away, revealing the entire fleet in

the middle of the West Passage, well grouped together, with Bill Buchan in his *Heather* out front, followed closely by Bruce Evans' *Twinkle*. As so frequently happens on the Sound, what appears to be breeze that is going to last the entire day, often peters out in the late afternoon and such was the wind of Saturday. By 1800 many of the boats began turning on power and the fleet arrived in the Tacoma basin before darkness set in.

Sunday dawned clear with a touch of early morning fog which rapidly disappeared, but with the prospect for wind merely a dream. However, as race time approached it began to feather up a bit and by the time the first leg from the Old Tacoma Dock to Browns Point had been completed it had become almost a rail breeze from the north.

With 39 boats starting and 7 different classes well represented it was one of the best races on Commencement Bay. After times had been corrected it was found that Gale Griswold from the Corinthian Yacht Club in his Blanchard Knockabout *Riptide* was the overall winner, *Heather* second and *Say When* third. In Racing A it was the *Heather* and *Twinkle*; BB Class *Reverie* and *Mercury*, B Class *Coquette* and *Jaunty*, C Class Cub No. 10 and Cub No. 4, Six Meters and Evergreens *Oslo* and *Mickey II*, Blanchard Seniors *Riptide* and *Say When*, P.C.'s *Mohave* and *Olympian*.

KEN OLLAR



"Sailors' Delight, Quik Reef," is a brand new gadget to save time in shortening sail. It is made by J. H. Bennett, Box 406, Hermosa Beach, Cal.

The 185-ft. schooner *Atlantic*, one of America's most famous yachts, may be a contender in next year's Honolulu Race. See Page 49.





Committee members of the Boys' Camp Regatta, from Los Angeles YC, confer with Arnold Eddy and racing counselors Dave Lilly and Bob Halderman aboard Lew Whitney's *Atorante*. Committee members are Fred Harris, Carl Heintz, John Wells, Bill Shepherd, Lew Whitney and Bill Zinsmeyer.

CATALINA BOYS' CAMP REGATTA

A GOOD many members of Los Angeles Yacht Club have moorings at Howland's, Catalina. Consequently, every week end is old home week for that club. At that cove is also the Catalina Island Boys' Camp. On August 3rd the LAYC sponsored a race for the boys of the camp. In dinghies they sailed a series of two races around the fleet moored at Howland's. Starting order of the various boats was on a handicap basis.

The boys were divided into two teams, one called Princeton and the other Yale, and the results figured on a point basis. After the second race the two teams were tied with 89 points each.

LAYC awarded a perpetual trophy for the event, which will have the names of the winners engraved on it each year. Since this first race was a tie the names of boys on both teams will be engraved on the trophy this time.

Members of the Race Committee were Robert Halderman, Director of Sailing of the Boys' Camp; Arnold Eddy, Co-Director of the Camp; and the following members of LAYC: Fred Harris, John Wells, Bill Zinsmeyer, Carl Heintz, Lew Whitney, Jr., Willard Shepherd.

This trophy should do a great deal to stimulate interest in sailing among the boys of this very fine boys' camp.

MATT WALSH PERPETUAL TROPHY

FOR the second year in succession the race for the Matt Walsh Trophy has not been favored by the weather. This annual event is sponsored by the Win'ard Yacht Club of Redondo Beach with a course from Portuguese Bend up the coast to the sponsoring club. The entire course is visible from the shore, giving the large number of spectators the race brings out a chance to watch the entire event.

Contestants are limited to 32-ft. overall, and this time there were no less than 27 boats at the starting line at 1:00 P. M. on September 20th. But the breeze was so light that only three managed to finish. Appropriately enough, the first boat over the finish line was the *Common Sense VI*, not only sailed by Matt Walsh himself, but designed by him. All sailors know that it is a lot harder to do well in light than heavy going, and the fact that Matt was able to accomplish such a feat at the age of 86 surely attests to the skill of the "Old Master."

The race, however, was a handicap affair, and the winner

on corrected time was the *Hulukai* of the Santa Monica Yacht Club, owned by Leonard Prycop, with *Common Sense VI* second. Relegated to third was last year's winner, Ross Sinclair's *Flicka* of the South Coast Corinthian Yacht Club.

The other contenders turned on their mills for a rendezvous at Win'ard Yacht Club, with dinner, trophy presentation and dancing.

SEATTLE SKIPPERS WIN

SEATTLE yachtsmen had it all their own way in a three-race series at Royal Vancouver Yacht Club, Vancouver, B. C., September 30.

The Puget Sound skippers took first place in all three races, Bill Buchan winning the opener with Cece Helmer's *Totem* and Sonny Vynne taking the contest with George Parsons' *Spitfire*. Bill Taylor made it a clean sweep by sailing George Mason's *Wisp* to victory.

When the points were tallied, the Seattle skippers had 56 $\frac{3}{4}$ points to 46 for Vancouver. Three ships were disqualified and protests delayed the starting of the final race.

The result of the series evened the score between Seattle and Vancouver for the season's sailing competition. Earlier in the year a Vancouver trio triumphed over Seattle.

Best showing made by a British Columbian was by Euie Pennell, owner of the *Marina*, who had two thirds and a second for the series. Phil Miller, who with his brother Sid took part in the Olympic trials at Toronto earlier in the year, had a rough time of it in the September 20-21 races, finishing last in the first race, being disqualified in a following event and coming in fifth in the final. It was a big upset for the Millers, who are usually out front among Vancouver competitors.

NEW YACHT CLUB AT BURNABY, B.C.

ENTHUSIASTIC boat owners of Burnaby, in the eastern suburbs of Vancouver, B. C., happy over the prospect of a small boat wharf on Burrard Inlet, have formed a yacht club. Temporary officers are Hector Perry, chairman; Henry Costain, vice-chairman, and Dave Naim, secretary-treasurer. The 25 members in attendance at the organizational meeting represented all types of boats. Most of them have summer homes on Burrard Inlet beyond the Second Narrows bridge and use their vessels to reach them. If and when the small boat wharf is built, the congestion in other parts of Vancouver harbor may be relieved to some extent.

COWICHAN BAY REGATTA

LIGHT winds prevailed for the Cowichan Bay regatta in mid-September, but it was a successful event for all concerned, especially for the Victoria craft which copped most of the prizes.

To make the week-end complete for the Victoria fleet, the Royal Victoria Yacht Club's three-yacht team overcame a slight point lead to win the first series for the new Endeavor Cup against Royal Vancouver Yacht Club.

Hubert A. Wallace's *Buccaneer* won both Saturday and Sunday races to help the trio nose out their mainland opposition.

Ned Ashe, sailing *May D*, ran up an impressive individual score. He won the Sir Thomas Lipton trophy for auxiliaries and the Cowichan Cup for C Class.

For many years the Cowichan Bay regatta has been a popular yachting event, drawing entries not only from several Vancouver Island points but from the mainland British Columbia clubs and often from the U. S. as well.

—Photograph by E. J. O'Brien
Some of the 93 boats at the
floats of the Sacramento Yacht
Club with the club's barge in
the background.



The results:

A Class—*Lalanga*, Dick James, *Victoria*, and *Gometra*, Ken Glass, Vancouver.

Y Class—*Serena*, Charles Bayne, Vancouver.

B Class—*Goleta*, Dr. J. Stewart, *Victoria*, and *Dolphin*, Harry Bird, Vancouver.

C Class—*May D.*, Ned Ashe, *Victoria*, and *Ganessa*, A. Neiblon, Vancouver.

D Class—*Rebel*, Ray Anderson, Vancouver, and *Blue Goose*, Roy Smith, R.C.N. Sailing Association.

Roedde's—*Elusive*, R. Morrow, Vancouver.

Stars—*Aquilla*, Peter Townsend, *Victoria*, and *Spitfire*, George Parsons, Vancouver.

Lightnings—*Aerial*, Eric Dawe, *Victoria*, and *Hi Times*, Gerald Coleman, Maple Bay.

Comets—*Hi-Jack*, R. Wilson, *Nanaimo*, and *Valarie*, W. Joyce, Maple Bay.

Snipes—*Isbkdoeeab*, Lye Russell, *Victoria*, and *P.D.Q.*, Colin Wood, *Victoria*.

SAN JOAQUIN SCUTTLEBUTT

MILLERTON MOORINGS — Bathing-suit sailing weather made Millerton's fall series of races seem more like mid-summer. In Division I, Jim Wyatt's *Raven* was first, Hans Sumpf's *Raven* was second, and Gene Bricker's *L16* was third. In Division II (Mercuries), Ken Walsh's *Siren* was first, Holden Sanford's *Gossip* was second, and Fred Dodd's *Skidoo* was third. The annual match race between the Fresno and Merced clubs was sailed by a Thistle from each club, and was won by Dr. Darrell Overpeck's Thistle of Lake Millerton. Skipper was Jim Wyatt, and crew were Gene Bricker, Jim Scott, and Don Wilson.

SACRAMENTO YACHTING — This year 60 boats crossed the finish line in Sacramento Yacht Club's annual State Fair Race. This event is not a speed race, but a predicted log race or "over the bottom race," with a course of 24 miles from the mouth of Steamboat Slough on the Sacramento River to the Sacramento Yacht Club Barge anchored at the foot of Broadway in Sacramento. Douglas Dorn of the St. Francis Yacht Club in San Francisco won the race in Class A by piloting his 50-foot cruiser *Husky* with such skill that he had only 31 seconds error in about 3½ hours of racing. Second place was taken by H. Schaefer's *Har-O-Lee* (S.C.C.), third place by B. S. Gardner's *Hog N'Nog V* (C.Y.C.), and fourth place by G. Sturtevant's *Doll Lee* (O.Y.C.). In Class B, E. Wise's *Ging Ging II* (S.C.C.) was first, A. Norman's *Extravagance* (St. F.Y.C.) was second, J. C. Rear's *Huapula* (B.Y.C.) was third, and L. C. McKissick's *Mirk II* (O.Y.C.) was

fourth. John Christopher, Les Hildreth and J. Kendall Masten of the S.Y.C. assisted in mooring the 93 boats, so that their crews could enjoy the barbecued chicken dinner prepared by "Chef" Leon Beers and his galley slaves.

IRENE SANFORD

INLAND EMPIRE SEA

SPOKANE SAILING CLUB knockabout skippers took a lesson in seamanship at their annual September inter-city race with Blanchard Knockabout sailors from Seattle. This year the three best skippers of each fleet competed on Lake Washington, and the Seattle lads took all firsts, seconds and third places in all three of the races run.

"The Seattle men were just too good for us," said Warden Hanel, past commodore of the Spokane Sailing Club, who substituted in the race for Commodore Harold Thompson, who became ill. "We'll have to practice harder before next year."

Oscar Calkins and Johnny Ansberry were the other two Spokane men who raced. All three agreed that better starting technique was a factor in the Seattleites' win.

Don Blume, who has been close to the top in Knockabout competition, had a misfortune which put him out of the 1952 running. Half way up Coeur d'Alene Lake, he noticed that his craft suddenly became "tender," and soon it was knocked down and filled with water. It was towed ashore. Investigation showed the bulb keel had broken, eliminating most of his underwater ballast. He's up and at 'em again with a new keel.

The *White Swan* of 10 years ago is coming back home, to Lake Coeur d'Alene. It has been in Seattle for years, but Ray Loiselle of Spokane bought her, is doing a refinishing job, and soon she'll be under full sail again on her old courses.

E. HARVE PARTRIDGE

U. S. POWER SQUADRONS, DIST. 16

THE classic predicted log race of District 16 was run again on Labor Day for the Leonard P. Heath Memorial Trophy. This race for United States Power Squadrons members is held annually by the Seattle Squadron.

Harold L. Salvesson was the winner in his *Sea Tramp*, being the first one to win the trophy twice, in the ten years of the Labor Day Race. Last year Salvesson lost the trophy to Dr. Frederick B. Joy, in *The Joy*, but left the hangers on the bulkhead for future use.

Lawrence M. Norton had the second best score to the *Sea Tramp* in his *Miss Fleeline*, as he did in this year's International Cruiser Race. Although a team event, it is rumored that as members of the Tyee and Seattle Yacht

(Continued on Page 49)



H. V. Bright, Vice-Pres. and Gen. Mgr. of Kermath Mfg. Co., recently made a trip to the Pacific Coast. Here he is (left) with Vic Langer of Fellows & Stewart, Terminal Island, So. Cal. distributors of Kermath.

TRADE WINDS

(Continued from Page 18)

opened last month by the C. J. Hendry-Johnson & Joseph Companies. It is located at 496 Jefferson Street on Fishermen's Wharf, San Francisco, at the foot of Hyde Street, and is one of the most colorful and complete stores ever opened for yachtsmen and fishermen. A large parking area is located next to the new building, so customers from the downtown area, the adjoining harbor, and the yacht centers can complete their buying with the least delay.

The first floor area covers 5,000 feet, which allows space to carry a very large line of pleasure boat equipment, Chris-Craft Kit boats, inboard and outboard engines.

The former Johnson & Joseph store at 56 Sacramento Street has been closed, but the C. J. Hendry store at 27 Main Street will continue as before. The C. J. Hendry-Johnson & Joseph companies have a 96-year history in California, and operate six outlets in San Francisco, San Pedro, and San Diego.



Above: Left to right: K. J. Shaw, Sales Mgr. 11 western states, G. M. and Interlux Divs., International Paint Co.; John W. Weber, Pres. International Paint Co., and Chester R. Owen, Mgr. G. M. and Interlux Divs. of the same company for 11 western states.

Below are Carl O. Friend, (left) Mgr. Nordberg gasoline engine sales, Milwaukee, and Harry McKinley, Jr., So. Cal. distributor of Nordberg.



Above Mr. Bright points out some of the interesting features of the Kermath Sea Prince to Harvey Godfredsen, boat builder of San Rafael, Angelo Benedetti, Pres. Thomson Machine Works and William Marchington Vice-Pres. of Thomson, newly appointed distributor for Kermath in Nor. Cal.

WESTERN ELECTRONICS SHOW

W. Fouracre, president, and R. J. Warick, vice-president, Barvik Engineering Ltd., Vancouver, B. C., recently appointed British Columbia distributors for Radiomarine, were among the Canadians who attended the Western Electronics Show and Convention in Long Beach, California.

FACE-LIFTING FOR PANDORA

THE smart 40 foot cruiser *Pandora*, built some years ago by Madden & Lewis, Sausalito, underwent a face-lifting at Holland Boat Works, Burlingame, Calif., last month.

Owned by Mr. and Mrs. James Zalkaski, and flying the burgee of the Palo Alto Yacht Club, *Pandora* got a new cabin, and installation of Ezeye safety glass throughout, a new Perko searchlight, and a new butane heater system. New wiring was installed by Ets-Hokin & Galvan.

According to Phil Hartog, partner in Holland Boat Works, the firm is now doing a lot of outboard motor repair work. A special shop and testing tank have been built for this service.

Several small boats have had their bottoms covered with Fiberglas, using the Thalgo process, according to Hartog.

BRYANT'S RADIO TEST BOARD

BRYANT'S MARINA radio test board at Seattle has been of so much assistance to boat owners in improving the performance of their radiophones that on Sept. 30 it was found necessary to raise the board's 10- and 25-watt averages. This increase in the test board ratings in class was necessary because average performance of radiophones in these ratings had also been raised since the board was installed about six months ago.

Other averages on the board are not now being changed.

Some boats with good 5- to 9-watt installations have been able in the past to light the 10-watt average on the board. They won't be able to do so now that the average has been raised, but it won't mean the sets aren't performing as they once did.

Bryant's study of the use made of the radio test board shows that it is being used by a surprising number of boats, and that it provides the information on which a great many owners have been able to improve the performance of their instruments through utilizing the full power of which their sets are capable.

FLEETGLAS HAS MANY USES

THE Chesley Mfg. Co., which builds 12 to 20 ocean-going outboards of plywood construction at three different Los Angeles plants, has recently introduced for boat owners the FLEETGLAS kit. This kit provides Trevano woven Fiberglas material and Fleetglas boat resin, a blend

of polyester resin, which can be cured without sunlight.

Robert Chesley reports that one lamination of Fleetglas gives a tensile strength of over 600 pounds per square inch, and is ideal for cabin tops and decks as well as for a hull surfacing.

The Chesley line of outboards is sold under the name of Fleetcraft. Main office is located at 1219 East Florence Ave., Los Angeles. Other plants include the Atlantic Boat Works in Lynwood and the Fleetcraft Marine Sales of Los Angeles.

FOUNDERS' NEW MARINE MGR. AT SF

RALPH L. INGLIS, President of Founders' Insurance Company has announced the appointment of John J. Slattery as Manager of the Company's Marine Department in their San Francisco office.

Mr. Slattery, graduate of Dartmouth and a Lt. Commander of the Navy during World War II, was formerly a Special Agent with the Royal-Liverpool Insurance Group's San Francisco office.

HYDROFIN, AN INTERESTING DEVELOPMENT

THE HYDROFIN has come to the Pacific Coast. In recent months, D. R. Palmer has opened a building yard in Newport Beach for the distribution of the "boat that flies"—the Hook Hydrofin, which on the East Coast is handled by the Atlantic Hydrofin in Miami, Florida.

The Hydrofin idea developed, reports Mr. Palmer, back in 1942 when Hitler was threatening a blockade of Britain and a solution to the torpedo menace was imperative. One of the answers was to attempt to keep the hull of the ship out of the water.

The basic elements of the Hydrofin are a fuselage, completely out of the water while the boat is in motion; 3 fins or hydrofins, under the surface. These are connected to the fuselage by supporting struts or hydrofins; and, of course, a power plant. Then, there are two forward projecting stilts, called jockeys, which predict the water surface in front of the foils. When the hull is lifted two feet over the water, small waves can be crossed without even a bump at any speed—the chop being absorbed in the clear space between keel and water surface.

The Hydrofin is available ready for use, or as a kit known as the Junior Hydrofin.

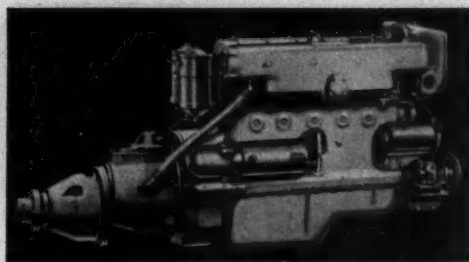
AT JOHN G. RAPP CO.

IT ISN'T every San Francisco marine supply and equipment dealer that is visited by royalty these days, but that's just what happened to Ken Scott, head of John G. Rapp Co., San Francisco.

Last month King Feisal II of Iraq, escorted by his retinue, called on the John G. Rapp Co. to look at Chris-Craft cruisers, Evinrude motors, and the other boating equipment that the company represents. Later on Bob Knudsen, sales manager for the John G. Rapp Co., took the king and his party across the Bay to look at some Chris-Craft cruisers.

When the royal party came into the show rooms of the John G. Rapp Co. the king was recognized by Miss Margaret Cross, secretary to Scott, but she was asked by a Secret Service man not to announce the caller, as he was travelling incognito.

Roy McKee, El Cerrito, has taken delivery of a new Chris-Craft 32-foot Super Inclosed Cabin cruiser, with dual



Gray's new lightweight Diesel, a 6-cyl. model with continuous duty rating of 100 hp, shown with Paragon hydraulic reverse gear and reduction gear as built for cruiser service.

Below: The radio test board at Bryant's Marina, Seattle, described on Page 46.



controls installed and powered with twin 145 hp. Chris-Craft motors. The boat also has an Ivalite searchlight. McKee is a member of the Pt. San Pablo Yacht Club, and keeps his boat at the Pt. San Pablo yacht harbor. He has named her *Mac-Bea*.

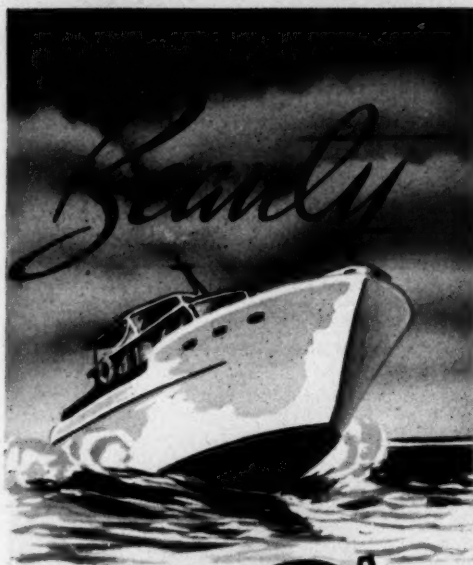
Mitchell Robbins, Lafayette, has taken delivery from the John G. Rapp Co. of a 24 foot Chris-Craft Express cruiser, powered with 145 hp. Chris-Craft engines. Robbins keeps his boat at the California Marine Sales & Service yacht harbor in Alameda.

A 25-foot Chris-Craft inclosed cabin cruiser, powered with a 95 hp. Chris-Craft motor has been purchased from the John G. Rapp Co. by C. R. Jones, Hayward. The craft, *LaDonna-Rae*, is kept at the Livermore Yacht Club.

Joseph Siino, prominent member of the Pittsburg, Calif., Yacht Club, has purchased a used 41-foot double cabin

Ken Wilson, So. Cal. Chris-Craft dealer at Newport Beach, has told of a brand new line of runabouts he saw on his recent trip to the factory. This is the new 17' Rocket, an all-mahogany runabout in the 40 mph class. Others in the line are the 17' Rocket Special, the 18' Riviera and a 19' racing runabout.





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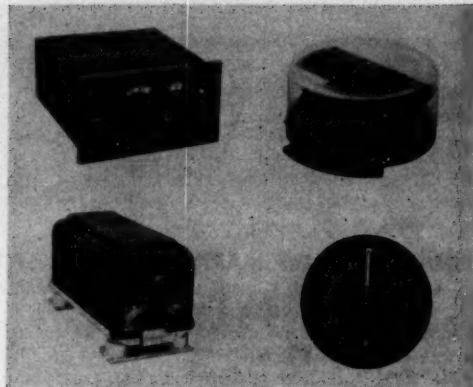
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Here is the Lear Automatic Direction Finder, which is causing a great deal of favorable comment. Shown above are the Loop Assembly, the Azimuth Indicator, the Tuner and the Amplifier.

inclosed bridge Chris-Craft cruiser. She is powered with twin 145 hp. Chris-Craft engines, and has hot and cold running water, a shower and other luxuries. The boat has been christened *Hope-Dianne II*.

A new 1953 model Chris-Craft 17-foot Special Sportsman runabout has been delivered to Elmo Legge, Santa Cruz, complete with an Edwards trailer.

An 18-foot Chris-Craft Riviera runabout, powered with a 131 hp. Chris-Craft engine was purchased recently from the Rapp Company by Wen Garrett, San Francisco, who uses the boat on Clear Lake.

Rapp Company delivered an 18-foot Chris-Craft Riviera runabout to Louis J. Lencioni, Menlo Park, and a 19-foot Holiday runabout with 120 hp. Chris-Craft engine to David Bohannon, San Mateo, as well as other 18-foot Chris-Craft Rivieras to Gene Fardin, San Francisco, John Brucato, San Francisco, and George Spinoli, San Francisco.

Another 19-foot Chris-Craft Holiday went to N. Caratan, Delano, who keeps his boat at the Morro Bay yacht harbor.

A new 34-foot Chris-Craft inclosed cabin cruiser was delivered to John Hill, Napa. This boat is powered with twin 105 hp. Chris-Craft engines.

Business at the Los Angeles office of the John G. Rapp Co. has increased to such an extent, according to Scott, that the store has to be enlarged. An addition is being made to the back of the store, which will accommodate more stock and give better service facilities. Jack Manning is manager of the Los Angeles store.

SAN DIEGO—PLYMOUTH OF PACIFIC

(Continued from Page 25)

and the Bay and extended about 27 miles to the northward, including False Bay. In 1858, the U. S. Engineers made a new survey to check these lines but omitted all the waters of San Diego and False Bay, North Island, and lopped a big hunk off Point Loma. This was considered to be a confiscation by the people of San Diego and many protests were made, to no avail. Ironically, in the year 1867, the army acknowledged that all of Point Loma belonged to San Diego and in the same breath requested and received the said southern end for military purposes.

The State of California controlled all of the tidelands

within the Bay of San Diego up to May 1, 1911, when the State Legislature passed an Act that transferred control of the adjacent tidelands to the City of San Diego. A dredging project to fill in about 80 acres of tidelands and to build a Municipal pier was started early in 1913.

The Navy

The big event of the period was when Admiral (Fighting) Bob Evans brought the navy's fleet of 16 battleships to anchor in the Bay. The citizenry welcomed the 16,000 officers and men of the "White Fleet" with enthusiastic hospitality and it is well that it was so, for San Diego's future prosperity was to be greatly dependent upon the navy. The "Harbor of the Sun" became the base for the Pacific Destroyer Force and in 1921 was designated headquarters for the Eleventh Naval District. Many thousands of federal dollars have been spent in harbor improvements and a tour of the waterfront reveals an astounding number of navy facilities on every hand.

(To Be Continued)

FROM ALL AROUND THE COAST

(Continued from Page 45)

Club teams these two members will each try and have the winning team in the Puget Sound Interclub Race on October 12.

District Commander Richard G. McCann, 1948 winner, placed third in the *By Play*.

This year's race was intended to test the knowledge gained in the Squadron's advanced classes for members. The 40-mile course not only contained 14 legs, one of which was a semicircle, but led the boats through the Tacoma Narrows twice when the current was the strongest of the year, being 4.2 knots.

Aside from the winners, prizes were again given for the four legs. John J. Meyer, the first winner of the Heath Trophy in 1946, who placed second last year had the best score on the fourth leg with an eight-second error in the *Vagabond*. Other leg winners were Fred W. Carlson, *Volta II*; Past District Commander Stuart T. Viggers, who placed third in 1946, *Marvir*; Winfield A. Rasmussen, *Fisherman I*.

Over 50 boats attended the three day rendezvous at Dockton Park in Quartermaster Harbor where two days were spent ashore competing for prizes offered for events for the entire family.

The Seattle Power Squadron has moved all classes, including the free elementary piloting classes for the public to Smith Hall on the University of Washington campus.

RUTHERFORD B. HAYES

SCHOONER ATLANTIC IN HONOLULU RACE?

WE ARE informed by Robert Kaas of Los Angeles that a move is on foot to enter the 185-ft. schooner *Atlantic* in the Honolulu Race next year. Mr. Kaas instigated the idea and it is thought well of by the Sea Scout organization. The idea is to purchase the vessel from her present owner, Irwen J. Brod of New York City, sail her to the Pacific Coast from City Island, where she now is moored, with a crew of Sea Scouts, and then sail her in the big race, again manned by Sea Scouts. For each voyage the honor of being in the crew would be a competitive matter among the Sea Scouts on a national scale.

This very famous vessel was designed by William Gard-

Stormy Weather Ahead!



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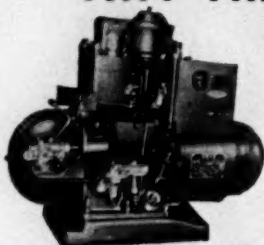
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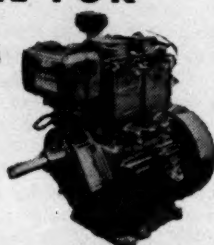
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ner and built of steel in 1903. She was the winner in 1905 of a boat-for-boat race from Sandy Hook to the Lizard for a trophy given by the German Kaiser Wilhelm II. She again raced across the Atlantic from Sandy Hook to Santander, Spain, in 1928. This time she was beaten by the 136-ft. schooner *Elena*. She has made other transatlantic voyages, notably when owned by Gerard Lambert. Finally, during the last war *Atlantic* was used by the Coast Guard Academy as a training ship, but was sold when the CG secured the big square rigger *Eagle*, which had been a training ship in the German Navy.

The Sea Scout organization does not yet have the money to purchase and equip this vessel, but is hoping to raise it through donations from all over the country.

Atlantic was last surveyed in 1948 and found to be in very good condition. It is understood that she was extensively overhauled while in use by the Coast Guard.

UNDER DIAMOND HEAD

THE most important series to Honolulu sailors during September was one which was not even raced. Although Island skippers and crews ran off a number of regattas, their minds were a month ahead, on the first Hawaiian Invitational Regatta that would start October 5.

Boats sent down from the mainland began arriving in mid-September. They were carefully moved to Waikiki Yacht Club, while local corinthians waited impatiently for the arrival of visiting skippers. Meanwhile local clubs were beaver-busy, refurbishing buildings, grounds, and furniture, and planning a series of parties for the visitors.

On the racing side, Kaneohe YC's jibsheet men got their annual chance to be boss for a day in the Crew's Race.

Among the Lightnings Wease Barrere in *Nubbin* rang up a close 32-second win over last year's winner Bert Hagen, with third spot going to Pris Fisk ahead of Vic Lane. In the Mid-Pacific class Jens Schultz, Jr. ran away from his competition to win by four minutes. Howard DeVis Norton finished second, ahead of Tom Mountain, Bob Wood, and "Pop" O'Heron.

Across the island, Waikiki YC ran into storm warnings for the last heat of its series to choose Invitational Regatta contestants, which put the final race up into the next series. Tightest competition was in the Mercuries, with Grant Morse's *Bouncing B* finally emerging as winner. Other class toppers included Jay Vincent's *Ho-Hum* among the 110s, Len Crosby's *P C Malibini*, and Bill Froome in *Seadown* for the Stars.

In the following series, sailed uneventfully, the Merks again made it any-man's-race, with Jim Rukin finally taking the trophy. Things were also tough in the 110's, but Jay Vincent again won over Larry Haus. Runaway winners included Bob Miller's *Star Kabuna* which took three races in a row, Henley Dillingham's S-boat *Mokihana*, and Crosby as number one again for the PCs.

Kaneohe YC's final series for September saw Jens Schultz take the Cooper Cup for the M-PS, while Wally Hawkins in *Mikihala* took the Seabury Bowl for the Lightnings.

Honolulu's splinter-new Ala Wai Yacht Harbor discovered a slight flaw in its nice new tradewind channel. While the channel itself is wide and deep, an unmarked reef just outside provides only six feet of water. This does not bother the small racing craft, but it's tough on deeper draft yachts.

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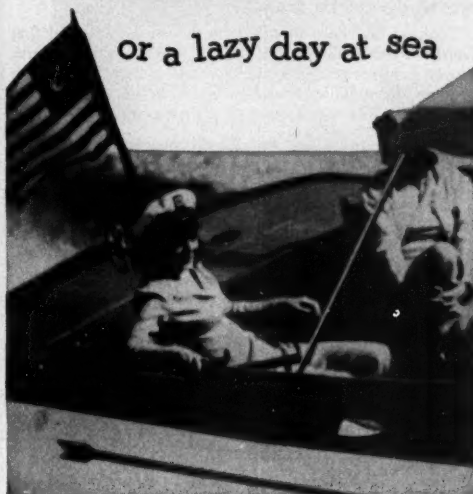
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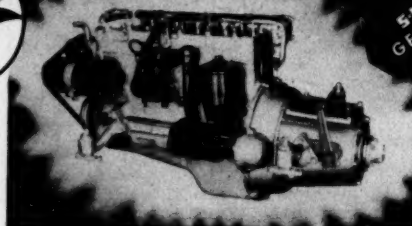
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H. B. Warren.

Sworn to and subscribed before me this 14th day of October, 1952.

(SEAL) Kenneth C. Beatson, Notary Public in and for the County of Los Angeles, State of California.

(My commission expires Sept. 23, 1953.)

HONOLULU RACE

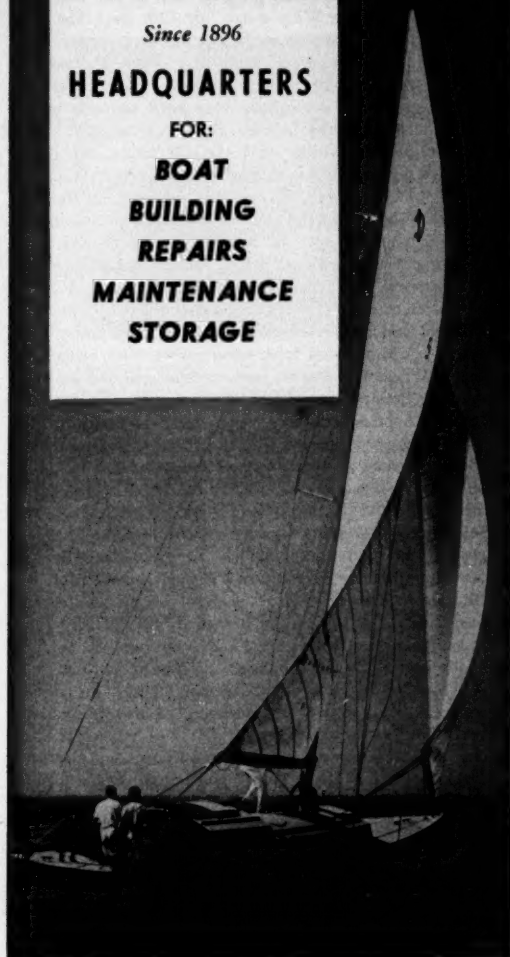
(Continued from Page 10)

given, and it was stated he went overboard at 0830, a life-ring with water light attached thrown to him and it was thought that he had caught it. By the time *L'Apache* had come about they could not see the man because of the heavy seas. They were standing by, the Coast Guard in Honolulu had been notified, and the *Chiriqui* was altering her course to try to pass that way. That was all we heard, and as our batteries were low we turned off the radio to wait until morning for further reports.

In a situation such as this there was nothing we could do. It certainly put a damper on our spirits, but we decided it was best not to discuss it, and resolved to exercise more caution. However, all our gaiety had disappeared and racing the *Eventide* became nothing more than a routine job.

In an attempt to brighten our spirits and inasmuch as we had reached our midway point, I planned a turkey dinner with all the trimmings—a feast—even had consommé madrilene with lemon slice! I printed a menu using red and blue pencil and pasted it on the table. Then I made some sketchy place mats out of paper towels, with an *Eventide* drawn in the middle, and secured them to the table with scotch tape. I rummaged all through the boat gathering up the jars and cans necessary to put this dinner together. Got the stove going and just as I was about to coordinate all this food, we found the true following seas and trade winds that carry us down to Honolulu. This combination of sea and wind changed the motion of the boat to a roll, and what a time I had with the wood stove in this sea. Half the soup jumped out of the pot, the gravy from the turkey dribbled out of the pan and burned all over the stove. Most of it spilled on me, and I

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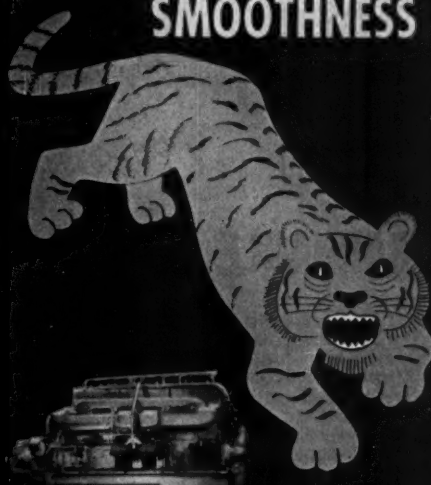
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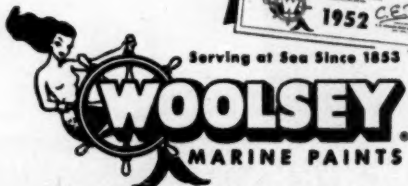
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was thankful I hadn't changed my clothes for the occasion. At any rate, we ate our dinner and it seemed to make a hit with the boys.

This ended our seventh complete day at sea, and the second week began. What a day July 12th was! The sun was out in all its brilliance. It was the kind of day that arm-chair sailors think of when they dream of making a long ocean voyage in a small boat. The sky was a "trade-wind" sky, a turquoise blue with purplish puffy clouds all around the horizon, the sea a beautiful deep blue fringed with frothy white. Squalls sneaked up from astern, lasting but a few minutes and disappearing ahead. During one of these all the boys ran out, undressed, "dredged" themselves and waited for the rain to rinse them off. The rain was so light they had to dip buckets into the sea and rinse with salt water! We all did laundry on this first real sunny day and the boat was covered from bow to stern with all sorts of wearing apparel. I, myself, splurged and took a lengthy sponge bath in about two precious cups of warm fresh water (when Steve reads this I'll be in trouble!) Put on fresh clothing and had my first sunning. Besides the weather being overcast since we left the Los Angeles area, I had been much too busy to get up on deck for a sunning. Just to get out of the cabin for awhile, I sometimes took my nautical almanac and HO 214 up on deck to work out my L/P's up there—but with all the cooking and plotting I could spend my entire existence below! When we turned on the radio to report our 0800 position the morning of July 13, we heard the *Morning Star* report that the man lost off *L'Apache* had been found! And alive! After thirty hours in the water he required no medical attention! We were overjoyed. A still more dramatic moment occurred when *L'Apache* came on the air and it became apparent that they did not know their man had been found. Just about everyone jammed the air to tell them, but with so much interference, *L'Apache* couldn't hear. Finally, everyone got off but one boat near her and she reported the good news. The radio man on *L'Apache* cried, "Thank God!" and immediately went off the air. Everyone had nothing but praise for our Navy and the destroyer that picked up the lost man. We all felt that now there would be real cause for celebration in Honolulu. In celebration on board *Eventide* we had turkey a la king for lunch!

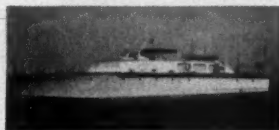
The weather the rest of the trip was clear, hot and sunny. We were glad to see the sun, but soon learned to our chagrin that the wind was strongest in the overcast. At times there was no wind at all, no steerage, and then a squall would hit and we would run before it at hull speed. The crew became a little discouraged when we slowed down, but I felt lucky that we had wind so long. We hoped the other boats were having the same trouble! The crew was tired, too, from "all hands" calls which usually come at night. One of these nights we almost lost both our masts. Thanks to the quick thinking of John Homme at the wheel and Hank Buckingham who flew out of his bunk lightning fast, they were saved. A shackle securing the permanent back stay to the after deck gave way. John was lucky not to have received a severe whack on the head. He and Hank got the spinnaker down in nothing flat and with everyone working hard, repairs were made and in exactly one hour, sail up and course resumed. Steve and I had nothing but praise for the crew's quick thinking. We had a little "social" after the incident—hot chocolate and

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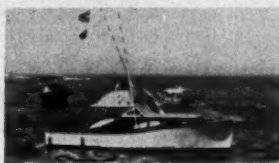


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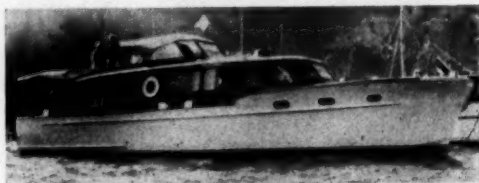
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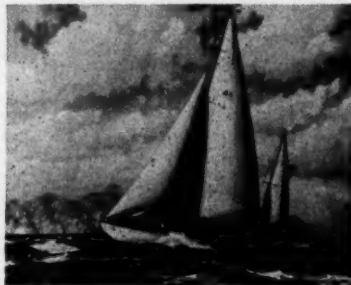
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For Sale—Perfectly beautiful Flying Bridge 50' Chris Craft Catalina 1961 model. Beautifully maintained and equipped. Including Hot and Cold Pressure Water system, 55 Watt Radio Telephone and R.D.F., Allen Auto Pilot, Navy Tops etc. Powered with twin 140 H.P. C.C. engines, 500 Watt Onan light plant, Exide Batteries, Monel tanks and Stephens electric winch. Her accommodations include three double staterooms, shower and Formica galley. Top boat at a reasonable price. Shown by appt. only, thru Geo. Michaud Co.



For Sale—Honolulu Race Threat. Aux. Yawl in immaculate condition and beautifully equipped. New Sails 1951-52, new monel water tanks, Teak decks and houses, hollow Spars, Stainless rigging, Chrysler engine, Onan Light Plant, hydraulic engine controls, Radiotelephone, new canvas covers, etc. She sleeps 6 aft in maximum comfort, plus adequate crew quarters, galley and toilet room. Dimensions 64' x 45' x 15'3" x 7'. Shown by appt.



For Sale—Most interesting 26' Modified Black Island Cat Schooner. Designed and built by a Yacht Designer. She is unusual in many respects, and certainly has lots of appeal. Lots of Hardwood in this one, lead ballast, nylon Watts sails, Universal 1 cyl. 10 H.P. eng., 2 berths. Top Specifications thruout. Owner ill desires to sell now.



For Sale—One of the few modern Twin-Screw Used Cruisers now available. Built by Richardson in 1948, mahogany weldwood construction, bronze fastenings. Powered with twin Packard Marine engines, beautifully maintained and in apple-pie order thruout. 5 to 5 phone. CO-2 system, sleeps 4 to 6 and is a fine marlin boat. Dimensions: 34' x 33' x 10'5" x 3'3".



For Sale—One of the popular OWENS 33 T. S. Cruisers. Built 1940. Twin Flagship 95 H.P. motors, top speed approx. 21 knots. Aux. gen., sleeps 4 in comfort, galley, icebox, monel sink, bait tank and electric pump, outriggers, hatch over wheel. Dimensions: 33' x 11'6" x 2'4". Reduced to \$7,250.00 for quick sale. Owner may consider reasonable offer.



For Sale—Handsome small cruising Ketch Bilt. 1947, strip planking, Teak decks, Hollow main, Stainless rigging, complete sails, several duplicates. Gray 4 cyl. Lugger. Monel tanks. She sleeps 4 in real comfort, beautiful stainless galley, good toilet room. Dimensions 33' x 25' x 9' x 5'4". Priced to sell.



For Sale—One of the very popular Rhodes 33' Racing, Cruising Sloops. This one built 1939. Has 4 mains, 2 genoas, 2 spinnakers, 1 working jib. 5 H.P. new Mercury outboard, toilet, sink, water tank, Airfoam mattresses, cover etc. Owner desirous of selling due to his interest in a larger boat. Boat located at Newport.



For Sale—48' Elco Deluxe Yacht launched 1947. Repowered 1952 with twin Chrysler Royal Specials, 145 H.P. each; cruise 18 knots, new 500 Watt generator, Auto Bilge Pump, 10' Dinghy with outboard. Complete Nylon cover, Auto Pilot, Harvey Wells R.T., Auto CO2 etc. She sleeps 7 in a really good layout, has complete galley and toilet room. Beautiful condition thruout. By appt. only.

A few of the boats for sale at our two Branch Offices

At CALIFORNIA YACHT ANCHORAGES, INC.

Foot of 22nd St., San Pedro, Calif.
Terminal 2-7006 or Terminal 3-2492

22' 1952 Plywood Runabout, Glass Covered Bottom, 55 hp Eng.	\$1,350
24' 1947 Fairliner, Tw. Crowns, sleeps 2, Full Cover.	8,750
24' 1947 Steelcraft, sleeps 4, new paint job, Chrysler eng.	2,750
24' 1946 Romy TS Cruiser, sleeps 5, Big cockpit and cabin.	9,500
24' Matthews sailer, sleeps 4, Gray Aux., enclosed head.	4,200
24' Seabird Aux. Yawl, Sl. 4, Head, Ask.	2,950
27' Norwegian Sloop, sleeps 2, head, asking.	2,400
27' Feather Type Sloop, roomy cockpit, good day sailer.	1,275
28' H-28's, 3 of them, Sloops and Ketches. Sleeps 4, Aux. \$3,300-4,800	
33' 1947 Dunnigan Ketch, one of the finest, sleeps 4, radio.	10,800
33' Winslow Sloop, sleeps 4 in comfort, many extras.	10,400
40' 1946 Island Clipper in beautiful condition, many sails.	15,500
49' Flush Deck Cruising Schooner, accommodates 6, a beauty.	14,500
74' Husky Gaff Cruising Schooner, sleeps 11, copper tanks.	14,500

At LIDO PENINSULA YACHT ANCHORAGE

Foot of 31st St., Newport Beach, Calif.
Tel. Harbor 1696 or Harbor 2351

17' Teak Lady Sloop, new mast, radiophone.	\$1,450
22' Albatross Sloop, 2 suits sails.	1,850
22' Cruising Cutter, sleeps 2, 4 cylinder Universal.	1,350
28' Fine Gulfwood Cruising Ketch, a terrific buy.	3,900
30' Alden Aux. Sloop, teak deck.	4,750
34' Black Island Cruising Ketch, sleeps 5.	4,750
34' Converted 6 metre, aux. engine.	1,750
37' Cruising husky ketch, sleeps 4.	8,500
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67' Beamy schooner, lots of comfort for money.	open to offer
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43' Tw. sc. late de l'one, modern diesel cruiser.	52,000
41' Diesel Stephens cruiser, 3 staterooms aft.	35,000
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32' aux. sloop, clean	\$4,800	30' Lowman cruiser	\$4,500
28' aux. cutter, husky	3,500	40' Diesel cruiser	6,000
26' aux. ketch, bit. '47	2,750	38' cruiser, slip. 6	3,250
21' Black Isl. cutter, new '49	2,000	25' cruiser, 25 MPH	2,700
20' sloop, fast	1,600	28' sport fish or comm.	1,500
88' Lawley schooner, clean	Offer	25' cruiser, auto pilot	2,500

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43' A.V.R. T.S. Diesel, fast deck, Sleeps 12	25,000
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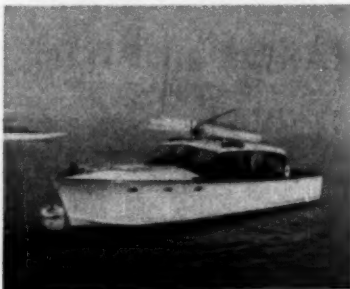
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POWER

17'—47 Fairliner Runabout, 125 hp Gray motor clean	\$1,750
17'—48 Mercury Utility, like new, full cover etc.	1,850
18'—48 Garwood Utility Chrysler Crown motor	2,250
20'—48 Chris Craft Deluxe custom runabout, 158 hp motor	3,300
22'—48 Chris-Craft Custom Sedan, head, S-5 radio	3,900
26'—48 Fairliner Express Cruiser, top shape, S-5 radio	8,250
30'—41 Hunter Enclosed Cruiser, S-5 radio, new motor 1950	5,500
32'—48 Sport Cruiser, sleep 4, Chrysler Royal motor, clean	6,500
33'—37 Wheeler Sedan Cruiser, T.S., new motors, fine boat	6,750
34'—48 Richardson Sedan Cruiser, T.S., S-5 radio, bolt tank	9,250
34'—47 Lowman Sport Fisher, Crown motor, slips 3. Clean	6,500
40'—48 Drake Craft, twin screw, good family boat	12,500
40'—49 Chris Craft, dble cabin cruiser twin screw, extras	25,000
40'—48 Elco twin screw, sleeps 6, extras, including shower	25,000
47'—47 Shane, flying bridge, cruiser, twin screw	26,000
48'—48 Stephens, flying bridge, xint condition, every extra	35,000
63'—Shane built twin screw cruiser slips 10, xint condition	29,500

SAIL

33'—Rhodes postwar model, 2 suits of sails, xint.	\$5,500
33'—International, one design, 2 suits of sails, a buy at	2,950
33'—47 Dunnigan Ketch, ship to shore radio, beautiful condition	10,800
37'—48 Hanna Ketch, diesel power S-5 radio, sleeps 5	11,000
41'—Angelman ketch, built by Wilbo, sleeps 6, 2 suits of sails	12,950
41'—Flash deck Aux. ketch, 12' beam sleeps 6, only	17,500
42'—Aux yawl, S-5 radio, 110 volt syst. 2 suits of sails	14,500
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24' 1947 York Spt. Fisher. Bolt tank, Gray 6 102 h.p. etc.	\$ 2,450.00
40' Twin Screw Harco, Scripps 12-316. S.S., Dir. Find. Immac.	22,500.00
26' Ackerman Cabin Cruiser. Sleep 2-3. Head and Galley.	2,250.00
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50' Twin Screw Diesel Yacht. Built '46. Sleeps 10	75,000

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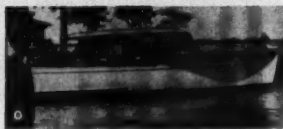
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36' Y.S. Chris '47 Sedan, Extras, \$15,000

H-38 ketch '49	8,000
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45' Aux. Schooner. Gray 62 HP. Sleeps 4	8,500
85' Alden Schooner, Diesel, New rig and sails	25,000
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cookies, and so it was late when we all retired. Our crew was a happy one—we had lots of laughs. In the midnight excitement, John Dillon stepped on a "Res-Q-Pak" which automatically inflated. He couldn't imagine why his foot kept coming up in the air. When inflated this pak looks like water wings. John Homme put them on under his tee shirt, and you can imagine the comments from then on!

We only averaged between five and six knots the last few days, but since we were nearing our destination and it was so beautiful, it was hard to be discouraged. We began to polish brass and clean the boat and *Eventide* commenced to look a little yacht once more.

On the 17th we finally broke out a chart with "pictures." I could hardly wait to stop using the plotting sheets. Arriving at 154° 30' meridian, which begins the chart of the Hawaiian Islands was another big milestone. This day everyone saw "islands" in the cloud formations. At 1300 the two high peaks of Hawaii, almost 14,000 ft. high, appeared above the clouds. That was ninety-five miles away! A thrilling sight, and before too many hours passed we saw Maui and then Molokai. We took radio bearings to establish our exact position. We were coming in right on course!

We had a "Captain's Dinner" and a drink, our first since the champagne upon rounding Catalina. All were in excellent spirits. Sleep was practically impossible so I got up at 0130, July 18, for good, meaning I had risen several times before—when the Molokai Light on Makanalau Peninsula on Molokai Island was abeam at 2318, and when the Mokapu Light on Oahu was first sighted some twenty-



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eight miles away, dead off the bowsprit.

The night was like a movie setting, only this was real. The moon was full, air balmy, a fresh breeze, and a comfortable boat. We sat in shirt sleeves as we sailed down the path of the moon. It was so bright we could see the outline of the islands and horizon all around. Still we saw no other boat. We called Honolulu and gave our ETA as somewhere around 0600. They told us to call when abeam Makapuu, which we did at 0445. Called again when abeam Koko Head so that a boat could be sent out to tow us into the harbor.

Everyone was up and dressing in our *Eventide* shirts. The boys wanted to sail in with everything flying, so as soon as we jibed around Koko Head up went the mizzen, mizzen-stys'l and everything else we could carry. We made a grandstand finish, almost scraping the paint off the Diamond Head buoy. A very thrilling moment, especially for Steve and me, as it was the culmination of about eight to nine months' planning and preparation. We think our *Eventide* is a wonderful boat—but what boat owner doesn't feel the same?

Finish time was 0624:21 seconds July 18, some thirteen days, twenty-one hours, twenty-four minutes and twenty-one seconds after we left Los Angeles. Our corrected time was nine days, 01 hour, forty-nine minutes, twenty-four seconds. We finished third in our class, and fourth overall out of twenty-seven boats. Not bad for a "first time" for us and *Eventide*.

DISCOVERY

(Continued from Page 21)

though a bit difficult, lead to the top, where the climber is rewarded with a full view of the tiny, intricate island and harbor, and the sweeping straits to Vancouver Island. A less exerting hike leads through the wild blackberry laden meadow at the head of the bay. An old, overgrown road leads past the tiny white schoolhouse on the porch of which is a welcoming log book to sign. A neat, one-room cabin houses the teacher during school months. The road joins the main county road, which goes to strategic, Coast Guard-controlled, Turn Point lighthouse to the west, and to the town of Prevost to the east. This community is complete with post office and store. On the afternoon of the latter hike, we had left our dinghy abeach near the berry patch, and fearing the tide might be hurrying in, we shortened our return trip by walking back along the beach, which, incidentally, is a geologist's paradise. Our triangular hike brought us back to the Prevost State mooring, thence over the rocks to our dinghy, which was already a few feet adrift, blackberries and all. In the interests of good blackberry pie, of course, it was retrieved.

Next year we plan to return to Stuart Island, perhaps this time tying at Prevost State mooring, where, within a few hundred feet across the bay and to the outside of Prevost Island, we can cast from the beach itself and catch all the rock cod we can possibly use.

Then we'll amble up to the Sucia State mooring, now being completed, and on our return stop in for showers and good moorage at Cornet Bay State mooring, Deception Pass. The latter moorage has added several new anchor buoys since last year. It may be that by next summer, other, and just as much-needed, state moorings may be planned throughout our wonderful Pacific Northwest. Then not only the more fortunate owner of a self-sufficient yacht

can enjoy the wonders of our waters, but also the owner of perhaps only a small outboard boat can traverse our protected waters, knowing that at certain accessible distances he may tie his craft, pitch tent or merely lay a sleeping bag, and cook his canned beans and freshly-caught fish over an already-built camp fire—thanks to Washington State Parks and Recreational Department, and to the tireless efforts of our Interclub Yacht Association.

SPEEDBOATING

(Continued from Page 27)

Measurer, Al Hart; Timers, Myron Temple and Fred Frame; Chief Scorer, Charlotte Brown; Starter, Roland Hill; Announcer, Al Eastel; Patrol Boat Captain, Art Bennett; Patrol Boats, Elmer Frates, Ed Brown, Less Thompson, Tom Brandon.

OREGON

Alan Herns reports that Devil's Lake in Oregon is becoming the favorite water for outboard racers in the Northwest. A recent regatta there brought three new world's records, all set by Elgin Gates of Surfside, Calif., in C Service Runabout, D Stock Runabout and A Hydro. In the D class, Gates drove a boat owned by Ray McKean of Portland.

Hell divers included J. P. Jones of Seattle, Harry Eyerly of Salem, Ore., Clay Fox and Bob Young of Camas, Wash.

Results:

A Stock Runabout: Bill Larsen, Dave Arnold, Bob Young; B. Runabout: Carl Woods, Bill Larsen, John Calkins; D Runabout: Al Benson, Ned Collett, Paul Woodroffe; C. Service: Bill Rankin, A. Christie, Charley Afdem; C Racing Runabout: Rocky Stone, Don Criteser, Art Godfrey; A Stock Hydro: John Hartley, Clay Fox, J. F. Bischoff; B Stock Hydro: Carl Woods, John Hartley, Charles Boshoff; 48-cu. in. Hydro: Jack Colcock, Jr., Wilbur McDonald, Harry Eyerly.

The results of the Devil's Lake Marathon of 75 miles gave Rocky Stone the overall win and the unlimited class division title. He recently retired the William Randolph Hearst trophy.

Results: Twenty-one boats entered the Marathon.

Class A: Dave Arnold, Milwaukie, Ore.; Class B: John Calkins, Ocean Lake; Class C: Jay Bertelson, Salem; Class D: Fritz Davidson, Coquille, Ore.; Classes E and F: DuWayne Grosser, Sheridan, Ore.

BRITISH COLUMBIA

A post-race disqualification, long after the 4,000 spectators had left Lakeside Park in Nelson, B. C., took the Kiwanis Trophy from Don Gill of Wenatchee, Wash. and gave it to Hi Fernald of Spokane. Yes, it was a day of upsets at the Fourth Annual Water Show in Nelson.

Judges disqualified Gill on the ruling that he had cut inside the North buoy on the West end of the course on the first lap—choppy waters made the buoys difficult to see.

Fernald, Gill and Cliff Carl were the only racers to finish the feature eight-mile open. Fourth entry was Walt Girmus who was dogged by the ill-luck which had plagued him in previous years in the Open.

Eugene Bland of Mullan, Idaho, drove *Susie Q* to victory in both heats of the F Hydros; Gar De Roshia of Spokane placed second when clubmate Bob Fyle's entry conked out.

Ernie Shane of Spokane drove his favored *Eight Ball* to first in Class M Hydro, an all-Spokane affair.

The Class A Hydro event for Canadian bugs was an

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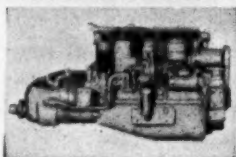
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upset after Irwin Hobden's Shrimp Boat finished first easily, lapping two of the six other starters.

ASTORIA REGATTA

IN WHAT was a revival of one of Oregon's most popular events of the past, the Astoria Regatta was an exciting prelude to one of the best Astoria Salmon Derbies in years.

Years ago the Astoria Regatta was an annual event in which practically all the experienced (and those not-so-experienced also) seamen in the Northwest participated. After an absence of many years it was revived again this year just before the start of the salmon derby, and, despite poor weather conditions this year, it is planned to make this an annual event.

In addition to outboard and sailing races, there was a beautiful water parade of cruisers and also a race between fishing boats. All in all it was a colorful event that was topped off by dinners at the yacht club and hotels and a fishermen's ball.

This year's salmon derby was particularly notable, too, as there were several huge fish caught. The largest salmon taken at the mouth of the Columbia River at Astoria was 68½ pounds! However, this fish was caught a couple of days before the derby started and was not eligible to win, even though it was the third largest salmon ever taken on hook and line. The record is 70 pounds, caught in Puget Sound some years ago, and the second largest was caught during this year's derby, but out of derby waters at the mouth of the Kalama River—69¼ pounds—and it, too, was not eligible to win a prize!

Rough waters hampered the outboard race drivers and only one race was run in two heats—the B Stock Runabout event. The winners in the other events were decided after one heat. Swells were rolling in from the ocean and the wind played havoc with the boats. Several drivers dumped, and Donald Stoner of Astoria won the Hell Diver's Trophy for the first flip in the first heat of the B Stock Hydro race.

Newberg's Al Christie, in his C Service Runabout, ran the last two laps of his event with his gas tank flapping, held only by the fuel line. After finishing the race his engine quit altogether.

Results:

B. Stock Runabout: (1st Heat) 1. Carl Woods, Eastside; 2. Bill Larson, Portland; 3. Bruce Larsen, Eugene.

(2nd Heat) 1. Clay Fox, Camas; 2. D. Tinzler, Tacoma; 3. Jim Spinner, Seattle.

D Stock Hydro: 1. John Hartley, Coquille; 2. Dick Cocking, Salem; 3. Doc Jones, Seattle.

C Racing Runabout: 1. Gene Mitchell, Eastside; 2. Don Critser, Oregon City; 3. C. W. Jones, Seattle.

A Hydro: 1. J. Bischoff, Everett; 2. Clay Fox, Camas; 3. Jim Thompson, Portland.

C Hydro: 1. C. W. Jones, Seattle; 2. Bill Rankin, Seattle; 3. J. P. Jones, Seattle.

48-Cubic-Inch Hydro: 1. Wilbur McDonald, Willamina; 2. Harry Eyerly, Salem; 3. Bill Rankin, Seattle.

The sailing race of the Astoria Regatta was a closely-contested event with seven entrants. Starting with a good, stiff breeze, it looked like it was going to be a brisk encounter all the way, but the wind died, and the race ended with practically no wind at all.

Results:

1. Dirk Winters, Portland—*Aeolus*—Crod

2. Ken Borosund, skipping Portland Sea Scout boat,



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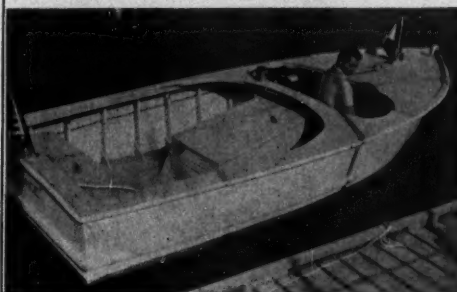
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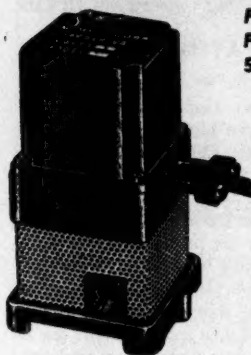
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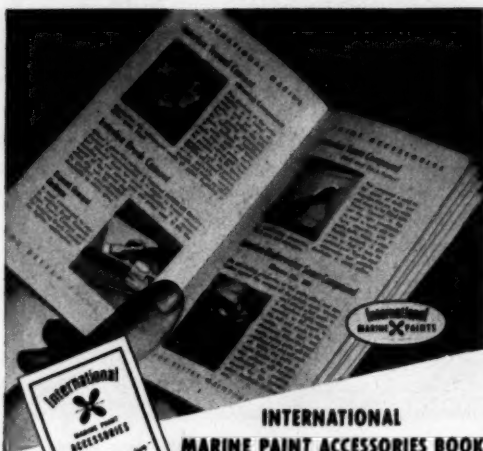
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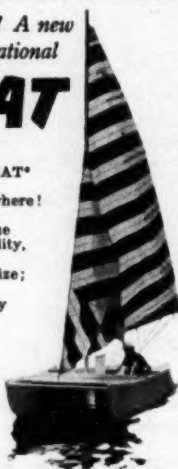
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ALAN HERNS

COOS BAY REGATTA

HOT competition by the Coos Bay, Humboldt and Eugene Yacht Clubs provided many thrills for hundreds of spectators at the annual Coos Bay Regatta, held over the Labor Day weekend.

With twenty boats from the three clubs participating, the five sailing events were thrilling from start to finish. Competition was keen, and the weather was perfect, thereby creating the ideal sailing conditions.

Complete results:

UNLIMITED:

1. Jim Morris, Humboldt Yacht Club, Eureka, Cal., *El Piso*
2. Dr. Dominic Megale, Coos Bay Yacht Club, *Cathy*
3. Jim Johnson, Coos Bay Yacht Club, *Annie Betty*

FLATTIES:

1. Leo Fisk, Coos Bay Yacht Club, *Furious*
2. Ken Ireland, Coos Bay Yacht Club, *Irish*
3. Leigh Lyon, Coos Bay Yacht Club, *Flights*

EL TOROS:

1. Barky Slocum, Eugene Yacht Club
2. Denny Vaughan, Coos Bay Yacht Club
3. Willard Spooner, Coos Bay Yacht Club

FREE-FOR-ALL:

1. Jim Morris
2. Leigh Lyon
3. Leo Fisk

A special event—a balloon race—was won by Barky Slocum of EYC by picking up the most balloons.

ALAN HERNS

FINAL FRENZY AT NEWPORT

(Continued from Page 30)

World's Champion for 1952-53. Tied for 2nd were veteran Bill Ficker and the young expert Llewellyn Bixby IV. Defender Fred Schenck was 4th, Chick Rollins 5th, Kim Munholland 6th, Bart Henderson 7th, Mark Yorston 8th, Barton Beek 9th, John Percy 10th.

Repeated rumors have it that the new President of Cuba has purchased the *Haida* for his personal use. President Batista has Captain Welch fitting the \$3,000,000 craft for the voyage to Cuba and present plans are for the crew of Major Max Fleichmann to stay aboard for the new owner.

The Rhodes and PC's staged their annual 24-mile race to Avalon, Catalina Island, laid over night and raced home. The PC's were topped by Jack Toon in *Patsy Ann*, followed closely by Lou Coffey in *Squaw*, and Russ Hogan with *Tbetis*. The Rhodes 33's gave the Mayer Trophy to Converse Wurdemann in *Midship* who took a 1st going over and a 4th coming back. Second was Bill Kircher in *Henny Penny* and third Bob White in *White Cap*. Following the pattern of the recent NHYC Tideland Race this long distance event again saw the Rhodes take the first ten places with only Jack Toon's PC slipping into 4th

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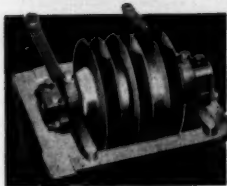
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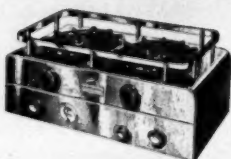
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spot to mar a perfect shutout of the 11 PC's by the 10 Rhodes starting in the same race going over to Catalina. This is a direct reversal of recent Rhodes PC interfleet competition.

A discussion is brewing in the Rhodes 33 organization where the Newport Fleet has outlawed the use of lead ballast as practiced by George Fleitz in his Los Angeles *Hanabuli* and Bob White in his San Francisco *Satisfaction*.

The San Francisco and Los Angeles Fleets have not outlawed the lead. New Rhodes owners are Vernon Edler purchaser of *Hi Jinks* and John Arena buyer of *Conquistador*. Real trouble looms for the PC's however, in the form of perennial Albatross champion Tony Lauberhiemer who is tuning up his new PC No. 39. New Fleet Captain of the Rhodes is John Percy. John and his sailing sister Marianne took the Dr. Lowe HiPoint Trophy for the year of 1952 with a total of 172 points. Tom Sheppard had 142 and Tom Meyers 129.

One of the most amusing events of recent note was the *Dinkitten* race around, yep, around Lido Isle. Tom Frost led 14 of the little plastic dinks around although he was pushed by Dick Sweet in his famous *Wetump* which won the Pat Ayres Trophy in a 1952 SCYA victory. Tom Frost took his mast off to clear the bridge, Dick Sweet simply heeled his dink over enough to clear! Barry Stimpson sank by the *stern* while trying to start. New DIN-KITTEN President is Bob Barneson.

A note of caution to all power boat owners can be found in the conviction of a Lido Isle skipper who chartered his power boat without a proper license. Russ Craig the Harbor Master has been authorized by the Orange County Harbor Commission to find some solution to the traffic problem around the ferries, gas docks, and boat rental slips. Russ asks that any readers who have an idea write him in care of Newport City Hall. Jim Webster came out of retirement to hook a marlin and proudly brought the fish into port after some help landing the giant. Jim as usual has been invaluable to the hardworking Harold Percy and Bill Baxter on the NHYC Race Committees. Balboa Power Squadron starts its 10 weeks class in piloting, seamanship, and navigation with Harold Holtz in charge. The classes meet at 7:30 Monday nights at NHYC.

Seventeen classes with a total of 169 entries fought their way around the two bay courses and the ocean triangle over Labor Day. Final results as released by NHYC and BYC show recent Flight of the Snowbirds winner Fred Miller repeating his victory against 15 Snipes, while Dick Ward of Lido Isle topped 26 Snowbirds. Other winners:

Albatross—6 Entries— <i>Demoiselle</i>	Ed Garrett, VYC
Falcon—10 Entries— <i>Over Anxious</i>	J. Griffith, NHYC
Firefly—5 Entries— <i>Phyllis</i>	Jerry Austin, BYC
Int. 14—17 Entries— <i>Green Dream</i>	Pete Serrell, BYC
Int. 110—3 Entries— <i>Duck</i>	Bill Gillette, LAYC
Luders 16—12 Entries— <i>Zephyr</i>	Dix Tovell, SMYC
Lehman—13 Entries— <i>Okole</i>	Morgan Morgan, BYC
Lightning—10 Entries— <i>Anita</i>	Les Porier, BYC
Mercury—8 Entries— <i>Spring Fever</i>	Bartley Hunt, LIYC
Penguin—7 Entries— <i>Meenie</i>	Bob Woodward, BYC
PC—11 Entries— <i>Gaylin</i>	Dr. Suess, BYC
P 14—6 Entries— <i>Seaway</i>	Lee Hambrook, BYC
Rhodes—9 Entries— <i>Argosy</i>	Tom Sheppard, NHYC
Snipe—15 Entries— <i>Confederate</i>	Fred Miller, NHYC
Thistle—3 Entries— <i>Wasp</i>	John Daniel, NHYC
Viking—8 Entries— <i>Eve</i>	John Ramsay, BYC

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SAN FRANCISCO BAY (Continued from Page 31)

sociation. It was the first time in many years that both the large and small boats had raced in the same regatta.

There were many close finishes, one of the tightest being in the International 14 Class, where Jack McNickle's *Bear-A-Lee* barely nosed out Evan Pugh's *Fox* by a split second. According to Recorder Don Urquardt it might have been even less. A "neck-and-neck" finish was also witnessed in one of the YRA races when Bob and Sally White's *Toupee* edged Pete Schoonmaker's *Jade* by one foot.

The feminine contingent took over the El Toro honors, with 19-year old Marilyn Rogers taking first place. Shirley Howland, the 1951 season champion, tied for second place in her last race as an El Toro skipper. She has purchased Gene Patrick's *Savage* and will race in the Snipe Class next year.

SBA RACES:

110: *Ugg*, Bob Klein, LMSC
 Mercury: *Quprida*, Kent Clark, SYC
 Zephyr: *Zig Zag*, Bill Shaw, LMSC
 Melody: *Cantando*, Al Bechtle, LMSC
 El Toro: *Pop*, Marilyn Rogers, LMSC
 Snipe: *Vandal*, Jules Voerge, LMSC
 Shamrock: *Banhee*, Ralph Call, RYC
 International 14: *Bear-A-Lee*, Jack McNickle, UCYC
 National: *Nubbin II*, Brownie Gray, PAYC
 Clipper: *Result*, Alan Mitchell, CYC

YRA RACES:

Star: *Jade*, D. Baldocchi, SFYC
 Teak Lady: *Lai Wor*, Robert Byxbee and Ferdinand Luscher, PAYC
 Junior Clipper: *Halow*, Dr. Asturias
 Golden Gate: *Impulse II*, Louis Flagg
 PIC: *Blue Peter*, Max Benkert, SFYC
 Windward: *Pagan III*, Chris Gasparich
 Hurricane: *Hanoloa*, Dr. Olinger, SFYC
 Bird: *Snowbird*, Les Alexander, SCC
 Bear: *Kelo*, R. H. McCarthy Jr., RYC

After many close battles, the following winners have been unofficially crowned as Season Champions after the two-day St. Francis Yacht Club Regatta on September 13-14:

Division 7: *Ace*, Jack De Mandell
 Division 8A: *Coquette*, Henry Brandstad
 Division 8B: *Mistress*, Aldo Alessio
 Division 9: *Dragon Lady*, Chuck Squires
 Division 11: *Xanadu*, George Young
 Division 14: *Kodiak*, Dr. Paul de Silva
 Division 15: *Merry Gale*, L. D. Kizer
 Division 17: *Taba II*, Rene Allemand
 Junior Clipper: *Lucky*, A. H. Sanburn
 210: *Fiddle*, John Thomas
 Star: *Mistic*, John O'Brien
 Rhodes 33: *St. Francis III*, Dean Morrison
 Windward: *Pagan III*, Chris Gasparich
 PIC: *Blue Peter*, Max Benkert
 Hurricane: *Hanoloa*, Dr. Allen Olinger
 Golden Gate: *Impulse II*, Louis Flagg
 Bear: *Teddy Bear*, Doug Boswell
 Bird: *Kittiwake*, Dr. Emmet Rixford
 Teak Lady: *Due Sim*, George Guntli

Lack of wind was a sore trial to the participants in the St. Francis Regatta. There was barely enough wind to get over the starting line on Saturday, September 13. John Straub's *Star*, *Soaker*, crossed the line over three hours late—probably a new record!

If there have been any doubts about popular support of the proposal to convert Angel Island into a recreational and resort center, they were quickly dispelled by the enthusiastic throng of 20,000 visitors who poured over the island on Sunday, September 21, Angel Island Day. They came by water taxi, by sail and power, large and small. By noon the crowds were so enormous that the sponsors had to call a

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the Amcco Log



Herewith is a picture of the launching of the U.S.S. Dash, AM-428, taken too late for use in our ad in the October number. This vessel, first of our five 165-ft. Navy minesweeper program, went off the ways on schedule at the end of an appropriate ceremonial Sept. 20th in which the Navy and local and yard officials participated, and with the christening being done by Mrs. Douglas McKay, wife of the Governor of Oregon.

*Our friends in shipbuilding and otherwise are again reminded that the AMCCO LOG, is once again in publication and all those who are interested in AMCCO activities will gladly be placed on the mailing list upon request.

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In the Encinal Regatta, two ties in points (between the Clippers: *Berserk* and *Caprice*, and the Mercuries: *Frenzy* and *Trudy* were decided on an elapsed time basis. The trophies in these close contests went to Wayne Smith in the Clipper, *Berserk*, and to Jim Enzensperger in his Mercury, *Frenzy*. Evan Pugh's *Fox* was the winner in the International 14 Class.

The last in the series of races for one-design perpetual trophies took place on Sunday, September 28. Two defending champions came through with repeat victories: Ken Frost's *Son'wester* in the International 210 Class, and Walt Lunardini's *Fun* in the Golden Gate Class. Bob Potter won the Bird Class trophy in his *Gull*, defeating two very close contenders, Les Alexander's *Snow Bird* and Dr. Emmett Rixford's *Kittiwake*, by 50 and 59 seconds, respectively. In the Treasure Island race, Malcolm Dewees' *Firecrest* captured the trophy.

POWER CRUISERS

It has been "nip and tuck" in the battle for leading position in the power boat fleet, between Doug Dorn's *Husky* and Dutch Shaefer's *Har-O-Lee*. On Sunday, August 31, Doug increased his margin over the field by winning overall honors in the race from Steamboat Slough to Sacramento. But in the St. Francis Regatta, held on September 20, the lead returned to Dutch, with an edge of 27 points. The bay area yachting fraternity is looking forward with great interest to the probable "photo finish" in the Golden Gate Yacht Club race on October 11.

There was a good turnout for the Steamboat Slough to Sacramento race, with sixty boats starting and sixty boats finishing. Overall and Class A honors went to Doug Dorn in his *Husky*; Class B honors went to Ed Wise in his *Ging Ging II*; and Class C was taken by Hugh Center's *Lady Jane* with an error of 34 seconds.

The father and son team, the Max Kniesches, staged an upset in the St. Francis Regatta by coming over the finish line with a low of 18 seconds' error, to become the overall and Class A winners. First place in Class B went to Jim Rear in the *Hupala*, last year's winner, and Class C was won by C. Delfino in the *Mari-Del*.

El Toro: *Wendy*, Sharon Johnston
Snipe: *Rogue*, George Reiner
Shamrock: *Screamin' Demon*, Jerry Voerge
Melody: *Cantando*, Al Bechtle
International 110: *Ugb*, Bob Klein
Zephyr: *Zig Zag*, Bill Shaw

The above races took place off Alameda, with Clippers, Mercuries, and International 14's racing in Raccoon Straits as part of the Angel Island Day celebration.

Skipper Gordon Rule of the Richmond Yacht Club piloted his *Fun* to victory in the Pacific 110 Class championships, in a series of three races on August 30-31. Rule collected 43¼ points, winning a first, third, and fifth place in the two-day event. Second place went to Lon Price in his *Shadow*, with 38 points. There were seventeen boats participating in this last race of the season.

On Sunday, September 28, over forty boats gathered at Richmond to participate in the 7th Annual El Toro Stampede, sponsored by the Richmond Yacht Club.

First place in the Stampede went to Jules Voerges who also won the Jr. Perpetual Trophy for high score. This is the

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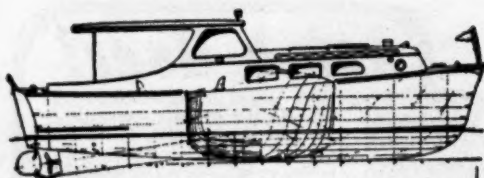
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third consecutive time that his *Lil Honey* has won this award. Second place was taken by Pete Newell in his *Boom-D-A*; he also won the Sr. Perpetual Trophy for high score.

The second annual PICYA cruise to Drake's and Tomales Bays was held on September 26, 27, and 28. The Weather Man turned the tables on the delightful weather that he had provided last year. This time the air was chilly, with strong head winds, large seas, and heavy fog.

About fifty boats left Friday afternoon and anchored that night at Drake's Bay. With the adverse weather conditions, the Coast Guard advised against trying to enter Tomales Bay, so busses were sent down to transport the yachtsmen to Inverness. A few boats did not stop at Drake's Bay and came through the dense fog and high breakers to anchor safely in Tomales Bay.

INSIDE POINT LOMA

(Continued from Page 32)

TNT.

Bert Israel showed the way to the Penguins in the Shelter Island Race on September 28. Following *Chilly* was Herb Sinnhoffer, in *Touche* and Gene McCormack in *Flipper*.

As September drew to a close the W. L. Phillips were putting the finishing touches to *Blue Peter* for a brave year's cruise, to see what's left of the world. They put to sea on October 5. Just Mr. and Mrs. Phillips were aboard, as they were bade *bon voyage* by a host of friends and acquaintances. We may be sure that their friends will soon be receiving letters from the Phillips about strange sights and unusual people, such as came this way in their last voyage of 1946.

Things more astounding than flying saucers always appear to people who roam the high seas in small boats. That's why such activity will always be fascinating.

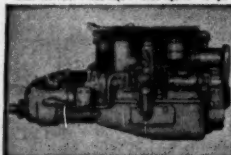
C. R. LaDOW

DOWN CORONADO WAY

CORONADO YACHT CLUB'S Sixth Annual Thanksgiving Lightning Regatta for the Elmer Muhl Perpetual Trophy November 29-30 has become a tradition with Lightning skippers in Southern California. They start off by eating a huge turkey dinner on Thanksgiving, then immediately set course for Coronado YC, sail the first race on Saturday and then taper off on a ham dinner that evening in preparation for the two races the next day. Sunday afternoon the trophies are always presented in the Clubhouse with just about every club member, Lightning skipper or not, being present partaking of the coffee and cake served to everyone. The Fall Championship Regatta for the Bob Herrmann Trophies was won by *G-Wiz*, Jack Campbell. Gee-Whiz! This typewriter can write that name without the aid of anyone it has had so much practice. Second place went to *Magic Carpet*, Harrison Amos and

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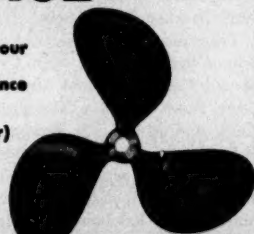
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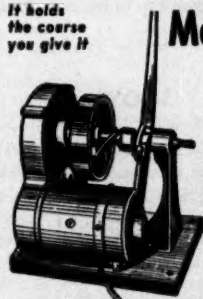
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Chiquita, Bob Niemeyer came in for third.

In the Handicap Ocean Series for the coveted Bissell Trophy, *Winsome*, Joe McKane came out the winner followed by *Six-Bills*, Ted Harmon and then the *Annette*, Charles Soderbery. November 8th all skippers will don shore going clothing and appear at the Trophy Presentation Dinner to receive the beautiful silver won for the year of racing pleasure. At Coronado we've never heard of anyone in the same category as the man who said he didn't race, he sailed strictly for pleasure! Even the controversial subject of handicapping turns out to be fun at the end of the day's race.

With a touch of fall in the air, the Coast Guard Auxiliary and the U. S. Power Squadron again start classes in educating the sea going public. Dr. C. C. Taylor and Dr. W. T. Mooney have Power Squadron classes in elementary seamanship and advanced piloting under way on Monday and Tuesday evenings and the Squadron at Balboa held a big barbecue recently at which CoRYC members, Mr. and Mrs. Harry Davis, Mr. and Mrs. Tom Allen and Mr. and Mrs. Neal Beckner were present.

Coronado members showed up again, at Cherry Cove with Commodore and Mrs. Carl J. Ackerman as guests aboard Commodore and Mrs. Ed Simonis' *Cuyama* from Long Beach YC at a Treasure Hunt and barbecue, and Capt. and Mrs. L. S. Rowberry sailed over aboard the R-boat *Heather*. Commodore Simonis has set quite a record this season in predicted log racing but even at that he hasn't beaten his young son, Jerry who won the Champion-ships in the Rainbow Class. Jerry and another Rainbow skipper, Kerry Teeple were crew aboard as well as daughter Jo Anne who acts as crew member on the Rainbows when the wind is blowing strong. The Commodore had to resort to Marlin fishing on the return trip to get away from the eternal tale swapping of "rag sailers."

TEDDY ACKERMAN

SEATTLE BOAT SHOW

(Continued from Page 37)

Although the Buda Engine Company's plant at Harvey, Ill. is temporarily tied up by strike, there will be an exhibit of Buda models by the Buda Engine & Equipment Co., the Seattle branch, under supervision of its manager, Ed Moore.

Because there will not be any large cruisers at the Show, the exhibit of the Washington Boat Center of Seattle should attract attention as they will exhibit one of the new models of the Richardson Boat Co. of North Tonawanda, New York, their 36-foot Sedan cruiser. This design, with a new clipper bow, added length and wider beam is said to give this Richardson exceptional roominess. Washington Boat Center have just recently been appointed Pacific Northwest distributors for the Richardson line which is one of the oldest and best known boat lines in the country. The 1952-3 Richardsons include six models, the 40-ft. Sedan cruiser, the 36-ft. Sedan cruiser, the 33-ft. express, the 33-ft. Sedan and the 27-ft. express and sedan types.

Marina Mart of Seattle will play up its electronic equipment in the Show exhibit, including the Fisher radios, Hallicrafters radios and the Bendix Photo Electric Pilot for which they have been recently made distributor. They will also have a display on Glasspar boats, and will show a 14-footer outboard in glass finish. Among other lines shown will be Dilabar kits, Trident rubber deck mats and step pads and Sperry Topsider shoes.



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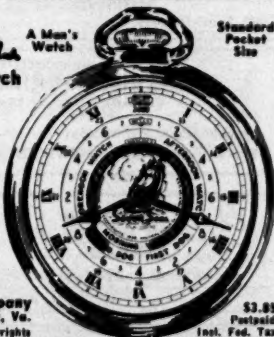
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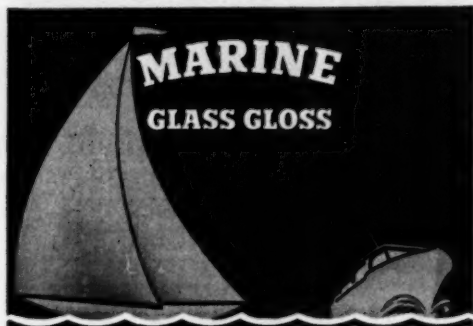
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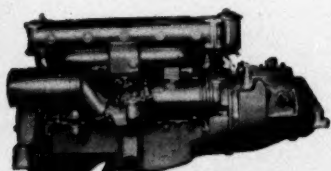
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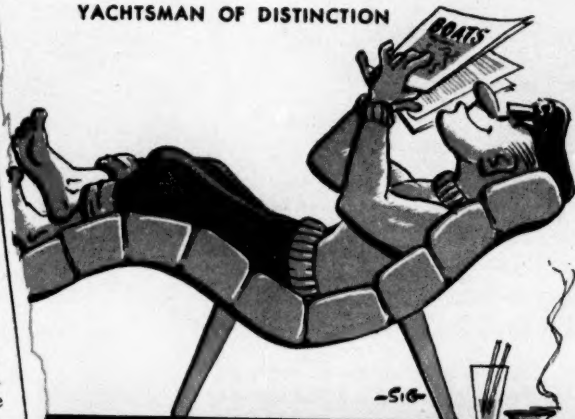
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